

3RD ADDENDUM
FINAL ENVIRONMENTAL IMPACT REPORT
LAC+USC MEDICAL CENTER CAMPUS MASTER PLAN
(SCH No. 2014051061)
RESTORATIVE CARE VILLAGE PARKING LOT

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1. INTRODUCTION

A. BACKGROUND

History

The original LAC+USC Medical Center was once one of the largest public hospitals in the country, playing an active and integral role in the health of Los Angeles County since the mid-1800s. The hospital increased its presence and services as the need for quality health care grew with the County's population. In 1998, the County of Los Angeles (County) embarked on a replacement for the General Hospital, which called for a 600-bed facility and associated modifications. Changes in medical delivery and technology, infrastructure demands, code and fire life/safety requirements, and changing patient expectations were some of the factors driving the need for a replacement facility. A significant amount of funding for the replacement facility came from the Federal Emergency Management Agency (FEMA) after General Hospital suffered building damage during the 1994 Northridge earthquake. Completed in 2008, the new LAC+USC Medical Center provides trauma, inpatient, and primary and specialty outpatient care services. Specifically, the replacement medical center project resulted in a new 600-bed Inpatient Tower, Clinic Tower, Diagnostic and Treatment Building, Central Plant, and Parking Structure (Marengo Structure, PS #9).

The introduction of the Affordable Care Act (ACA) influenced services and operational priorities at the LAC+USC Medical Center. In October 2013, the County began preparing the LAC+USC Medical Center Campus Master Plan Report.

Final EIR

The Los Angeles County Board of Supervisors (Board), acting on behalf of the County, certified on November 18, 2014, the LAC+USC Medical Center Campus Master Plan Final Environmental Impact Report (Final EIR), State Clearinghouse Number 2014051061.

The name of the medical center and associated project has since been changed to the Los Angeles General Medical Center Campus. However, this Addendum continues to use the original name so that continuity of environmental documentation is clear.

The Final EIR includes a revised version of the Draft EIR, Appendices, Comments and Responses to Comments. The Board approval package for the Final EIR included a Mitigation Monitoring and Reporting Program (MMRP), the CEQA Findings and Facts in Support of Findings for the Final EIR (Findings), and a Statement of Overriding Considerations (see below for further discussion of the MMRP, Findings and Statement of Overriding Considerations).

In taking action on the LAC+USC Medical Center Campus Master Plan (2014 Master Plan) in November 2014, the Board did the following:

- Determined that the Final EIR was completed in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, et seq.), pursuant to Section 15090 of the *State CEQA Guidelines*;
- Made Findings for each of the significant effects identified in the EIR;
- Adopted the MMRP pursuant to Section 15091, determined in a statement of overriding considerations that the project benefits outweigh the project's unavoidable adverse environmental impacts; and
- Approved the project (i.e., LAC+USC Medical Center Campus Master Plan) pursuant to Sections 15092 and 15093 of the *State CEQA Guidelines*.

A Notice of Determination for the 2014 Master Plan and EIR was filed with the County Clerk and State Clearinghouse on November 19, 2014, and November 20, 2014, respectively.

The Final EIR analyzed the LAC+USC Medical Center Campus Master Plan that was dated November 2014, herein referred to as "2014 Master Plan," after meetings with stakeholders, community leaders, residents, and businesses surrounding the LAC+USC Medical Center Campus (Medical Center Campus or Campus). The 76-acre LAC+USC Medical Center Campus (Project Site) is surrounded by the Boyle Heights and Lincoln Heights neighborhoods of the City of Los Angeles, in Los Angeles County. The main Medical Center Campus site is generally bounded by Zonal Avenue, Mission Road, Marengo Street, and Chicago Street. State Street bisects the Project Site. In addition, the Project Site extends to parcels on each side of Mission Road north of Zonal Avenue and on both sides of Griffin Avenue west of Mission Road and includes the parking structure south of Marengo Street.

The 2014 Master Plan project was envisioned to be undertaken over a period of approximately 25 years and was designed to guide future development of the Medical Center Campus and influence the delivery of health care services and health-related community programs. The Final EIR evaluated proposed development, including construction of new and renovated medically related office, retail, open space, and parking uses, and demolition of existing buildings and structures to accommodate new development. Full build-out of the 2014 Master Plan was anticipated to result in a total of approximately 1,725,000 square feet of development throughout the Medical Center Campus (removal of 722,709 square feet of existing uses; development of 1,245,000 square feet of new uses plus 450-bed hospital addition). The 2014 Master Plan is discussed in more detail in Section 2 of this Addendum.

The Board determined, based on the Final EIR, that the 2014 Master Plan would have the following types of impacts:

- No impacts: Aesthetics (construction and operation – scenic vistas, construction -- light and glare), Biological Resources (operation -- local policies), Hydrology (seiche/tsunami), Land Use (operation -- division of community), Population and Housing (displacement of housing and people). [The NOP/IS identified the project would no impact on the following resource areas: Agriculture and Forestry Resources and Mineral Resources.]
- Less than significant impacts: Aesthetics (operation -- scenic resources, light and glare; construction and operation – visual character), Air Quality (obstruct Air Quality Plan, odors; operation -- violate standards and sensitive receptors), Biological Resources (habitat modification, species, wetlands), Hazards and Hazardous Materials (operation -- routine transport, schools, emergency response; construction and operation – upset and accident), Hydrology (water quality standards, groundwater supplies, drainage and flooding, stormwater runoff), Land Use (construction -- physical division of community; construction and operation – conflict with plans), Population and Housing (population growth), Public Services (operation – police and fire; construction and operation – schools and parks), Recreation (increase use of existing, require construction of new), Transportation/Traffic (inadequate parking; operation – conflict with congestion agency, design feature hazards, emergency access, conflict with plans), Utilities (exceed wastewater treatment requirements, require expansion of facilities, construct new stormwater drainage, landfill capacity, compliance with solid waste regulations; construction – water supplies; operation – adequacy of wastewater treatment provider capacity).
- Impacts for which mitigation measures will reduce project-specific impacts to less-than-significant levels: air quality (construction -- violation of standards), Biological Resources (migratory wildlife, local policies), Cultural Resources (archaeology and paleontology), Geology and Soils, Hazards and Hazardous Materials (construction - routine transport, hazardous materials sites, emergency response, schools), Noise (operation), Public Services (police and fire), Transportation/Traffic (construction -- design feature hazards, emergency access, conflict with plans), Utilities (construction - wastewater treatment provider capacity).
- Impacts for which mitigation measures will reduce impacts, but not feasibly or effectively to less-than-significant levels (significant and unavoidable): air quality (construction), aesthetics (construction – demolition of Women’s and Children’s Hospital), Cultural Resources (demolition of Women’s and Children’s Hospital a building eligible for the California Register), Greenhouse Gas emissions, Noise

and Vibration (construction), Recreation (construction), Transportation/Traffic (operation – delay at intersections), Utilities (demand for utilities including water and natural gas).

Mitigation Monitoring and Reporting Plan

The adopted MMRP identified the party responsible for implementing each mitigation measure (the County of Los Angeles for all, and in addition its contractors for some), the implementation phase (pre-construction, construction, design, etc.); the party responsible for monitoring (in all cases, the County of Los Angeles); and the monitoring activity/period/frequency.

CEQA Findings and Facts

The 2014 Board approval included the Findings, pursuant to PRC Section 21081 and *State CEQA Guidelines* Section 15091 and provided specific information regarding the significant environmental effects associated with the 2014 Master Plan. The document identified three possible findings, as follows, and rationale for each finding:

1. Changes or alterations were required in, or incorporated into, the project that avoided or substantially lessened the significant environmental effect as identified in the Final EIR.
2. Such changes or alterations were within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes were adopted by such other agency or could and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision for employment opportunities for highly trained workers, made infeasible the mitigation measures or project alternatives identified in the Final EIR.

The Findings provided evidence to support the findings, identified significant effects that cannot be mitigated to below the level of significance, and provided findings for each of the alternatives considered in the Final EIR. The Findings identified potentially significant impacts for Air Quality (construction -- violation of standards), Biological Resources (migratory wildlife, local policies), Cultural Resources (archaeology and paleontology), Geology and Soils, Hazards and Hazardous Materials (construction - routine transport, hazardous materials sites, emergency response, schools), Noise (operation), Public Services (police and fire), Transportation/Traffic (construction -- design feature hazards, emergency access, conflict with plans), and Utilities (construction – wastewater treatment provider capacity). Feasible mitigation was identified to reduce these effects to levels considered less than significant. The Findings identified the following impacts as remaining significant even after mitigation: Air Quality (construction),

Aesthetics (construction – demolition of Women’s and Children’s Hospital and other historic structures), Cultural Resources (demolition of Women’s and Children’s Hospital a building eligible for the California Register and potentially other resources), Greenhouse Gas emissions, Noise and Vibration (construction), Recreation (construction), Transportation/Traffic (operation – delay at intersections), and Utilities (demand for utilities including water and natural gas).

Statement of Overriding Considerations

Effects that could not be reduced to less-than-significant levels were addressed in the Statement of Overriding Considerations. For these significant and unavoidable impacts identified in the Findings, the Board determined that economic, legal, social, technological, and other considerations for the 2014 Master Plan outweighed the significant and unavoidable impacts. The Statement of Overriding Considerations identified the following specific benefits the Board considered in its decision to approve the project:

1. Implementation of the proposed Project would best meet the County’s anticipated needs at the LAC+USC Medical Center Campus.
2. Implementation of the proposed Project would provide improved visual and physical connections between the LAC+USC Medical Center Campus site and the surrounding community and would better integrate and make the Campus more accessible to the surrounding community by enhancing access, Campus identity signage and imagery, and maximizing community use of the Historic General Hospital Plaza and other similar spaces.
3. Implementation of the proposed Project would promote a Campus orientation and environment that supports a culture of health and wellness by providing health-related activities like nutrition and lifestyle instruction, and providing connections to the outdoors with options for on-site outdoor activities.
4. Implementation of the proposed Project would provide new recreational and open space areas on the Campus, which would benefit on-Campus employees, visitors, and members of the surrounding community and create a more lively and receptive pedestrian experience, provide easier access across changes in site elevation, provide active, visible, and participatory ground floor functions, and enhance safety and security for nighttime activities.
5. Implementation of the proposed Project would restore the LAC+USC Campus as a vibrant destination of choice, where residents and visitors can access improved healthcare facilities and programs including health education, wellness programs, and other services that promote healthier habits and lifestyles.

6. Implementation of the proposed Project would replace buildings and underused space with new buildings and space that would meet seismic and fire safety requirements while also achieving sustainability initiatives.
7. Implementation of the proposed Project would demonstrate sustainable design and development programs to enhance the long-term social value of the Medical Center Campus by designing for pragmatic long-term operations, promote efficient energy and water use, and implement LEED and CAL Green Program goals.
8. Construction of 1,245,000 square feet of new development and a 450-bed hospital addition would result in new construction jobs. Buildout of the proposed master plan would result in an increase in the number of employees on the Campus. Increased short-term and long-term employment opportunities would provide economic benefits to the surrounding community and the region.

Previous Master Plan Changes and Prior Addenda

On December 19, 2017, the County Board of Supervisors certified an Addendum to the Final EIR that served as the CEQA documentation for the following changes to the 2014 Master Plan: addition of a 64-bed Crisis Residential Treatment Plant (CRTP) facility; addition of a 96-bed Recuperative Care (RCC) facility, provided for a replacement childcare facility (with capacity for 12 additional children), reduced biotech research and development space by 127,000 square feet (20 percent), provided for a different location within the Medical Center Campus for the new utility plant. In total, these changes resulted in a net reduction of 46,658 square feet compared to what was approved under the 2014 Master Plan. These collective changes are referred to in this Addendum as the 2017 Master Plan Revisions. Approval of the different components of the 2017 Master Plan Revisions is occurring over time. The CRTP and RCC were approved November 12, 2019, and the childcare facility was approved March 31, 2020.

The 2017 Addendum concluded:

Based on the results of the Initial Study/Environmental Checklist, the County has determined that the proposed project would not result in new significant impacts or substantially more severe significant impacts than those described in the 2014 EIR. Additionally, there are no mitigation measures or alternatives identified in the 2014 EIR that have now been identified as infeasible, and there are no mitigation measures or alternatives that were previously identified as infeasible and are now feasible but have been rejected by the County.

On December 19, 2023, the County Board of Supervisors certified a second Addendum to the Final EIR that served as the CEQA documentation to address redevelopment of the 4.5-acre Women's and Children's Hospital site with two new buildings housing mental health facilities: 1) a two-story 33,650 square foot

building to house a Mental Health Urgent Care Center (MHUCC) and Residential Withdrawal Management Facility (RWMF), and 2) a four-story 17,880 square foot 115,420 square foot Psychiatric Subacute Facility. The 2023 Addendum reached the same conclusion for the 2023 Master Plan changes as for the 2017 Master Plan Revisions.

Planned Comprehensive Update to LAC+USC Medical Center Master Plan and Other Cumulative Development

The County of Los Angeles is currently in the process of updating the entire LAC+USC Medical Center Master Plan in order to guide future redevelopment consistent with updated County and community needs. In September 2025, a Notice of Preparation was published for this updated planning effort being undertaken by the County of Los Angeles, Department of Economic Opportunity. The Project Description continues to be conceptual at this time:

The Los Angeles County General Hospital Campus Master Plan establishes a long-term vision for transforming the historic LACGH [Los Angeles County General Hospital] Campus into a connected, inclusive "Healthy Village". The Plan centers on adaptively reusing the Historic General Hospital building as a civic and community destination and redeveloping a large portion of the West Campus with new mixed-use development including uses such as housing, retail, community-serving space, and office. The Plan organizes the Campus around three interconnected hubs — the Medical Hub, Commerce Hub, and Historic Hub — linked by a pedestrian-oriented public realm designed to reconnect the Campus to surrounding neighborhoods and support whole-person health, economic opportunity, and community belonging. The Plan provides a flexible programmatic framework that allows specific uses, densities, and building programs to evolve in response to community needs, market conditions, and planning processes. Implementation is anticipated to occur in phases over approximately 25 years, with future development guided by Use & Development Standards and Community Benefits Agreements to ensure community benefit and alignment with County objectives.

The Master Plan builds on the LAC+USC Medical Center Campus Master Plan and accompanying EIR approved by the Board of Supervisors in 2014. A Subsequent Environmental Impact Report (SEIR) is being prepared, evaluating the environmental impacts of a higher-density development scenario reflecting substantial project changes, evolved circumstances, and new information since that original 2014 approval.

The planned updated land use concept for the LACGH Community Plan is summarized in **Table 1** below.

Table 1
Planned Los Angeles County General Hospital Campus Community Plan Land Uses

Proposed Land Use	Units	Square Footage
Residential	3,200 dwelling units	2,300,000
General Office	--	400,000
Medical Office	--	735,300
Retail	--	320,000
Patient and Caregiver Lodging	200 rooms	80,000
Community Facilities	--	350,000
Education	--	110,000
Warehouse	--	160,000
Clean Tech/Light Industrial	--	200,000
Hospital	450 beds	400,000
Parking	8,588 spaces	3,005,678
Total	3,200 dwelling units, 200 rooms, 450 hospital beds, 8,588 parking spaces	8,060,978 (including parking)

Source: LA County Department of Economic Opportunity, 2026

This updated planning effort, as well as other cumulative development in the vicinity, would not conflict with nor substantively affect the proposed RCV Parking Lot, which is required for existing uses that have already been or will shortly be completed. The RCV Parking Lot is needed for uses on the existing LAC+USC Medical Center Campus and is connected to the prior planning effort and has independent utility separate from the comprehensive update efforts. Given the analyses included in the 2014 FEIR and the updated analysis contained in this and previous addenda, there would not be potential for additional overlapping and/or cumulative impacts as a result of cumulative development, including new projects in the updated Master Plan, beyond those addressed herein. The RCV Parking Lot is at the northern end of the LAC+USC Medical Center planning area and is located on the Central Juvenile Hall Campus. Demolition/construction activities for the proposed surface lot would be within a walled enclosure, would be limited, and, as discussed herein, sensitive receptors are located at least 250 feet from the parking lot site and would not be impacted beyond impacts already described in the FEIR and subsequent addenda.

B. PURPOSE OF THIS ADDENDUM

The purpose of this third Addendum is to provide environmental analysis and to document that the RCV Parking Lot would not result in substantial changes to the LAC+USC Medical Center Master Plan project or to the circumstances under which it is being undertaken due to any significant environmental impacts that were not identified in the Final EIR (or prior Addenda), or result in substantially more severe environmental effects. This document has been prepared in accordance with CEQA, specifically *State*

CEQA Guidelines (Title 14, Cal. Code Regs., 15000 et seq.) Sections 15162 and 15164. The RCV Parking Lot is limited to the approximately 2-acre site to contain an approximately 1.8-acre surface parking lot on the northern end of the LAC+USC Medical Center planning area and is located on the Central Juvenile Hall Campus. The Medical Center Campus would continue to be developed as described in the 2014 Master Plan, as updated by previous Master Plan Revisions and as updated by the new planning effort described above. Only the RCV Parking Lot is addressed in this Addendum.

C. CEQA REQUIREMENTS

An Addendum to a previously certified EIR is the appropriate document to evaluate the environmental effects associated with changes or additions consisting of *minor modifications* to previously approved projects. It is appropriate when modifications would not result in new or increased significant adverse impacts.

According to Section 15164(a) of the *State CEQA Guidelines*, “the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” A brief explanation of the decision not to prepare a subsequent EIR must also be provided in the addendum, findings, or the public record.

Section 15162 of the *State CEQA Guidelines* lists the conditions that would require the preparation of a subsequent EIR or negative declaration rather than an addendum. These include the following:

1. Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - I. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

- II. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- III. Mitigation measures or alternatives previously determined not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternative; or
- IV. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Unlike a subsequent EIR, per Section 15162, a supplement to an EIR may be prepared per Section 15163 under the following conditions.

- (a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
 - (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
 - (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The proposed RCV Parking Lot is described in **Section 2** of this Addendum. As described in **Section 2**, the RCV Parking Lot would result in impacts within the construction and operation assumptions analyzed in the Final EIR, as well as the 2017 and 2023 Addenda. The RCV Parking Lot has been reviewed by the County of Los Angeles in light of Sections 15162 and 15163 of the *State CEQA Guidelines*. As the CEQA Lead Agency, the County of Los Angeles has determined, based on the analysis presented herein, that none of the conditions apply that would require preparation of a subsequent or supplemental EIR and that an Addendum to the certified LAC+USC Medical Center Master Plan Final EIR is the appropriate environmental documentation under CEQA for the RCV Parking Lot. **Section 3** discusses issue-by-issue how the impacts anticipated for the RCV Parking Lot would be within the previously identified impacts analyzed in the Final EIR and subsequent addenda. The Mitigation Monitoring and Reporting Program (MMRP) adopted with the Final EIR would continue to apply to the RCV Parking Lot to ensure that all significant impacts remain less than significant where feasible to mitigate such impacts.

The LAC+USC Medical Center Campus Master Plan is a program that identifies both near-term and longer-term components. The FEIR evaluates some components of the project at a project level, but components

anticipated to be developed over a longer term were evaluated programmatically. Therefore, the FEIR functions as a program EIR. With respect to program EIRs and later activities, CEQA Section 15168(c) indicates that later activities should be “*examined in the light of the program EIR to determine whether an additional environmental document must be prepared*”:

(1) If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. That later analysis may tier from the program EIR as provided in Section 15152.

The RCV Parking Lot would not have effects that were not previously examined. The FEIR programmatically evaluates historical resources; the FEIR Findings of Fact (page 15) for historical resources indicates, “[p]lease note that since this is a program EIR, the mitigation measures are by necessity broad in scope. Any subsequent environmental documents for individual projects under the proposed master plan may require additional specific mitigation measures.” This addendum provides additional evaluation of buildings on the RCV Parking Lot site and further identifies an expansion/clarification of one measure (MM-CR-6, see **Table 2** below) to clarify and ensure that impacts remain less than significant. The measure itself would not result in any environmental impacts.

(2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

As discussed above, no subsequent EIR would be required, and as documented in this addendum, the activities are within the scope of the project covered by the FEIR; minor clarifications/expansion of the mitigation measure MM-CR-6 would result in similar or improved mitigation. No new environmental document beyond this addendum is required.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.

Implementation of the RCV Parking Lot would comply with all applicable mitigation measures identified in the FEIR (as well as the amended Mitigation Measure MM-CR-6). No alternatives would apply. As noted herein, one mitigation measure is expanded/clarified.

(4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

Impacts of the RCV Parking Lot would be within the impacts of construction and operation evaluated in the FEIR. This addendum provides a written checklist in order to document the County's determination that the RCV Parking Lot would result in environmental impacts within those evaluated in the FEIR.

(5) A program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed project description and analysis of the program, many later activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

The FEIR and subsequent addenda identify detailed assumptions with respect to construction and operation, which allows the County to identify those projects that are within the scope of the project described in the FEIR. In this case, consistent with 15168(c)(4), a written checklist has been prepared to document how the proposed RCV Parking Lot would result in impacts within those evaluated in the FEIR.

D. REVISIONS TO STATE CEQA GUIDELINES

The California Natural Resources Agency adopted revisions to the *State CEQA Guidelines* that became effective on December 28, 2018, which occurred after preparation of the Final EIR. These revisions are reflected in the discussion of each topic in this Addendum (see **Section 3, Environmental Setting & Impact Analysis**). The updated *State CEQA Guidelines* Appendix G is used in this document as it is the latest checklist reflecting a clearer organization of issues; the changes did not add topics compared to what was evaluated in the Final EIR, rather topics are reorganized and clarified.

E. MITIGATION MEASURES

The Final EIR identifies mitigation measures that would reduce the potentially significant impacts of the 2014 Master Plan. These mitigation measures were adopted as part of the 2014 Master Plan approval process and are listed in **Table 2**. One mitigation measure (MM-CR-6 for historic resources) is expanded and clarified (see underlined text) to provide similar or improved mitigation. These mitigation measures will continue to be implemented as applicable and appropriate to the revised activities that are the subject of this Addendum (or as may be updated as part of future LAC+USC Medical Center Master Plan updates (see above discussion)).

Table 2
Adopted Mitigation Measures

Aesthetics	MM-AES-1: All new development proposed under the master plan shall be sited and designed to ensure that those views identified as important by the County are not obstructed.
Air Quality	MM-AQ-1: To reduce VOC emissions during construction, the County (or its contractors) shall use low-VOC coatings that go beyond the requirements of SCAQMD Rule 1113 and have a VOC content of 10 g/L or less during construction. MM-AQ-2: To reduce NOX emissions during construction, the County (or its contractors) shall ensure that all off-road diesel-powered equipment used during construction will be equipped with an EPA Tier 4 Interim engine, except for specialized construction equipment in which an EPA Tier 4 Interim engine is not available. The use of Tier 4 Interim engines will also act to reduce ROG and PM emissions from construction equipment. MM-AQ-3: To reduce NOX and PM emissions during construction, the County (or its contractors) shall implement the following measures during construction. • Haul and delivery truck idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to less than 3 minutes (beyond that required by the California airborne toxics control measure, 13 California Code of Regulations [CCR] 2485). Clear signage shall be provided for construction workers and construction vehicles at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • A traffic control plan shall be prepared. • A carpool program for construction workers, including incentivizing carpooling as well as providing bus service for crew members, shall be implemented. • Truck deliveries shall be consolidated when possible.
Biological Resources	MM-BIO-1: To avoid impacts on roosting bats, preconstruction surveys shall be conducted prior to the on-set of work within the vicinity of vacant buildings and prior to tree removal. During surveys, biologists shall avoid unnecessary disturbance of potentially occupied roosts. Full-spectrum acoustic detectors shall be used during emergence surveys to assist in species identification. If it is determined that trees or structures in the project area are being used by bats as roost sites, the following protective measures shall be implemented: • Disturbance of maternity roosting structures or trees (e.g., structure removal, construction equipment operation near roosts, tree trimming or removal) shall not occur during the maternity period (April 15 to September 15) to avoid impacts on reproductively active females and active maternity roosts (whether colonial or solitary). The maternity roost shall remain undisturbed from the time it is located until the following September 15 or until a qualified biologist has determined the roost is no longer active. No construction work shall occur at the roost or within a 100-foot-wide buffer zone (or an alternative width, as determined in consultation with CDFW) until September 15. • Exclusion devices may be installed outside of the maternity period (September 16 to April 14) to preclude bats from occupying buildings during, or prior to the on-set of, construction. Exclusionary devices shall be installed only by or under the supervision of an experienced bat biologist. Eviction of bats roosting in trees outside the maternity season shall be done in favorable weather under the supervision of a qualified bat biologist and adhering to the following two-step removal process: - o On Day 1, for trees with cavities, crevices, and exfoliating bark, and that are determined to support roosting bats, Step 1 would be the removal of branches and limbs with no cavities. These limbs shall be removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree, which may not have been detected during the preconstruction survey, will either abandon the roost immediately (rarely) or, after emergence, will avoid returning to the roost. For foliage-roosting bats, Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. On Day 2, under the supervision of a qualified biological monitor familiar with the life history of subject bat species, the tree may be removed.

	- o Qualified biologists should search all downed roost trees for dead and injured bats. The presence of dead or injured bats that are species of special concern shall be reported to CDFW. • Non-maternity roost trees should ideally be removed or trimmed in the fall between September 16 and October 31. If the removal of non-maternity roost trees cannot be timed to occur within this period, tree trimming and removal of non-maternity roost trees shall be timed to avoid periods of inclement or unseasonably cold weather to avoid impacts on bats in torpor (a period of seasonal inactivity). In all circumstances, qualified biologists shall monitor non-maternity tree removal. MM-BIO-2: The County shall avoid the nesting season for birds or conduct preconstruction nesting bird surveys if construction activities are carried out during the nesting season. To ensure compliance with the MBTA and similar provisions under Sections 1600–1616 of the California Fish and Game Code, the County of Los Angeles, through the general contractor, shall conduct all vegetation removal during the non-breeding season, between September 1 and February 14, or implement the following: • If the removal of vegetation, demolition of buildings, or noise-generating construction activities are scheduled between February 15 and August 31, the County of Los Angeles Department of Public Works or the construction contractor shall retain a qualified biologist (i.e., experienced with conducting nesting bird surveys) who shall conduct a focused nesting bird survey prior to the start of vegetation removal, building demolition, or noise-generating activities within any potential nesting habitat (i.e., all vegetation, buildings, eaves on buildings, etc.). The size of the nesting bird survey area shall be determined by a qualified biologist at the time of the survey and include the entire limits of disturbance. It may also include a buffer area if deemed necessary by the biologist. The preconstruction nesting bird surveys shall be conducted no more than 7 days prior to initiation of vegetation removal, building demolition, or noise-generating construction activities. If no active nests are detected during these surveys, no restrictions on project activities shall be necessary. • If active nests are found, a qualified biologist shall identify and flag an appropriate buffer around the nest, and no construction activities shall occur within the buffer until the qualified biologist has determined that the young have fledged or the nest is no longer active. The specific buffer width shall be determined by a qualified biologist at the time of discovery and vary according to the bird species, site conditions, and the type of work activities to be conducted. The survey results shall be submitted to County of Los Angeles Department of Public Works for review and approval of the recommended nest buffer areas, if any, prior to the commencement of any vegetation removal, building demolition, or noise-generating construction activities on the Project Site. MM BIO-3: Prior to the removal of any trees, a qualified arborist shall inventory native oak trees on the Project Site to support the application regarding the impacts on oak trees. Oak tree permit requests require a property owner to file an application with the Department of Regional Planning and provide a filing fee, an oak tree report, site plans for the property, and maps of the surrounding area. The oak tree report shall include information about the protection of oak trees that may be adjacent to construction activities that are to remain. The oak tree report shall also include the proposed replanting plan, in accordance with the required replacement ratio, for any oak trees that are to be removed.
Cultural Resources	MM-CR-1: Prior to the removal of or alterations to the 1933 retaining walls or the overall setting of State Street, which are considered character-defining features of the General Hospital/Acute Unit setting, documentation of these features of the General Hospital setting in a manner that meets Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) standards shall be prepared. This shall include photographs and drawings of the current conditions, including State Street, the retaining walls, the forecourt, and the ancillary buildings. Preservation of the character-defining features shall be attempted. MM-CR-2: Prior to demolition of the Women's and Children's Hospital, documentation of this property to HABS/HAER standards shall be prepared. Character-defining features shall be called out, and a historic context for this building shall be prepared. MM-CR-3: A protection plan for the viaduct/tunnel shall be prepared prior to the construction of any master plan project that would occur in the immediate vicinity of the viaduct/tunnel. This protection plan shall be prepared by a qualified historic preservation specialist who shall document the current condition of this structure before any construction begins and monitor the structure during construction. MM-CR-4: A historic structures report shall be prepared that identifies the character-defining features of the old Administration Building and the Pharmacy/Service Building, which will provide the basis for preparation of a protection and preservation plan for these buildings. The preservation and protection plan shall be prepared by a qualified historic preservation consultant who will document the current condition of the buildings and monitor the condition of the buildings during any construction activities.

	MM-CR-5: The County shall consult with a qualified historic preservation consultant to determine appropriate street and walkway lighting that both enhances the historic setting of General Hospital and provides sufficient illumination. All new material, such as streetlights, benches, bollards, and other street/landscape furniture, shall be chosen in consultation with the historic preservation expert and meet the Secretary of the Interior's Standards. MM-CR-6: Prior to proceeding with construction of individual development projects that could adversely affect properties 50 years of age or older on the Medical Center Campus, the County shall evaluate those properties to determine their eligibility for the CRHR and/or NRHP. <u>Prior to alterations or demolition of any building or structure determined to be a contributor to an historic district or potential historic district, documentation shall be prepared consistent with HABS/HAER standards.</u> MM-CR-7: An updated State of California Department of Parks and Recreation (DPR) 523 form shall be prepared by a qualified architectural historian, historian, or historical architect for General Hospital and its setting that specifically identifies the contributing and non-contributing features of the historic General Hospital and its setting. The DPR 523 form shall be prepared prior to undertaking of any work within the setting of General Hospital that could adversely affect this historic resource. MM-CR-8: Prior to any demolition, grading, or excavation related to the construction of facilities or improvements under the master plan, a qualified archaeologist shall be retained by the County or construction contractor to determine which areas shall require cultural resources monitoring during initial ground disturbance. The location of construction activities that are likely to encounter subsurface sediments with archaeological sensitivity shall be determined by the qualified archaeologist upon review of project excavation and grading plans. If determined necessary, monitoring by a qualified archaeologist shall be conducted in the project area during all initial ground- disturbing activities. If, during cultural resources monitoring, the archaeologist determines that the sediments being excavated have been previously disturbed and are unlikely to contain significant cultural materials, the archaeologist shall request that monitoring be reduced or eliminated. Spot- check monitoring shall occur during all construction, on a schedule determined by the project archaeologist. If buried cultural resources such as trash deposits, building foundations, privy pits, flaked or ground stone, or human remains are inadvertently discovered during ground- disturbing activities, work shall stop in that area and within 100 feet of the find. Treatment measures for items that are not associated with human remains typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. MM-CR-9: Prior to any excavation related to the construction of facilities or improvements proposed under the master plan, a qualified vertebrate paleontologist with a graduate degree and more than 10 years of experience shall be retained by the County or construction contractor to determine areas that shall require paleontological monitoring during initial ground disturbance. The locations for construction activities, especially excavation for the proposed parking garages, which is likely to encounter subsurface sediments with high paleontological sensitivity, shall be determined by the qualified paleontologist upon review of project excavation and grading plans. Very shallow surficial excavations (i.e., less than 5 feet in depth) within areas of previous disturbance or areas of Quaternary younger alluvial deposits shall be monitored on a part-time basis to ensure that underlying sensitive units (i.e., Quaternary older alluvium) are not adversely affected. Areas consisting of artificial fill materials shall not require monitoring. If excavations for the project take place in Quaternary older alluvial deposits or within Fernando or Puente Formation bedrock, such excavations shall be monitored on a full-time basis by a qualified paleontological monitor and under the supervision of the qualified paleontologist. The paleontological resource monitoring shall include inspection of exposed rock units during active excavations within the geologically sensitive sediments. Monitoring may be reduced if some of the potentially fossiliferous units described herein are, upon exposure and examination by qualified paleontologic personnel, determined to have a low potential for containing fossil resources. The paleontologic monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall have authority to temporarily divert grading away from exposed fossils to recover the fossil specimens professionally and efficiently and collect associated data. All efforts to avoid delays in project schedules shall be made. To prevent construction delays, paleontological monitors shall be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data. This equipment shall include handheld global positioning system receivers, digital cameras, and cell phones as well as a tool kit with specimen containers, matrix sampling bags, field labels, field tools (e.g., awls, hammers, chisels, shovels, etc.), and plaster kits. At each fossil locality, field data forms shall be used to record pertinent
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	geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Fossils collected, if any, shall be transported to a paleontological laboratory for processing where they shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility (such as LACM). Following analysis, a Report of Findings with an appended itemized inventory of specimens shall be prepared. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, shall signify completion of the program to mitigate impacts on paleontological resources. MM-CR-10: In the event that human remains are uncovered, construction plans shall specify that construction shall halt in the area of discovery, the area shall be protected, and no further disturbance shall occur, as specified by State Health and Safety Code Section 7050.5. The County coroner shall determine the origin and disposition of the human remains pursuant to PRC Section 5097.98. If the coroner recognizes the remains to be Native American, he or she shall contact the NAHC within 24 hours. For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding the means for treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided by PRC Section 5097.9. In consultation with the most likely descendant, the project archaeologist and the project proponent shall determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation shall be implemented expeditiously. If the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified by the commission, the project archaeologist and the project proponent shall determine a course of action regarding preservation or excavation of Native American human remains, which shall be submitted to the NAHC for review prior to implementation.
Geology	MM-GEO-1: All recommendations included in the preliminary geotechnical evaluation prepared for the proposed Project (see Appendix D) shall be followed. A detailed subsurface geotechnical evaluation shall be performed to address site-specific conditions at the locations of the planned improvements and provide detailed recommendations for design and construction. The geotechnical evaluation shall include the following measures to mitigate potential fault rupture, seismic ground shaking, and liquefaction hazards identified under Impacts GEO-1 and GEO-2. • <i>Seismicity:</i> Structural elements of future improvements shall be designed to resist or accommodate appropriate site-specific ground motions and conform to the current seismic design standards. • <i>Liquefaction:</i> An assessment of the liquefaction potential shall be made prior to detailed design and construction of project improvements. Structural design and mitigation techniques, such as in situ ground modification or supporting foundations with piles at depths designed specifically for liquefaction, shall be included. To evaluate the potential for liquefaction, subsurface evaluation may be performed. Site-specific geotechnical evaluations that assess the liquefaction and dynamic settlement characteristics of the on-site soils shall include the drilling of exploratory borings, evaluation of groundwater depths, and laboratory testing of soils. Methods for construction in areas with a potential liquefaction hazard may include in situ ground modification, removal of liquefiable layers and replacement with compacted fill, or support of project improvements on piles at depths designed specifically for liquefaction. Pile foundations can be designed for a liquefaction hazard by supporting the piles on dense soil or bedrock located below the liquefiable zone or employing other appropriate methods, as evaluated during the site-specific evaluation. Additional recommendations for mitigation pertaining to liquefaction may include densification by installation of stone columns, vibration, deep dynamic compaction, and/or compaction grouting. The geotechnical evaluation shall include the following measures to mitigate unstable soil impacts identified under Impact GEO-3. • <i>Groundwater:</i> Excavations for foundations in areas with shallow perched groundwater may need to be cased/shored and/or dewatered to maintain stability of the excavations and provide access for construction. All recommendations included in the preliminary geotechnical evaluation pertaining to groundwater shall be followed. Excavations for underground structures will need to be performed with care to reduce the potential for lateral deflection of excavation sidewalls and/or shoring, which may also cause differential movement of structures located near the excavation. Further study, including subsurface exploration, shall be performed during the detailed design phase of future improvements to evaluate the presence of

	groundwater, seepage, and/or perched groundwater at the site and the potential impacts on design and construction of project improvements. An assessment of the potential for shallow groundwater shall be made during the design phase of the project, and mitigation techniques shall be developed as necessary. Collapsible Soils/Settlement: An assessment of the potential for soils that are prone to settlement shall be made prior to detailed design and construction of project improvements, and mitigation techniques shall be developed, as appropriate, to reduce impacts related to settlement to low levels. During the detailed design phase of the project, surface reconnaissance and site- specific geotechnical evaluations shall be performed to assess the settlement potential of the on-site natural soils and undocumented fill. This may include detailed surface reconnaissance to evaluate site conditions, drilling of exploratory borings or test pits, and laboratory testing of soils, where appropriate, to evaluate site conditions. Prescribed mitigation measures for soils with the potential for settlement shall include either removal of the compressible/collapsible soil layers and replacement with compacted fill, surcharging to induce settlement prior to construction of improvements, allowing for a settlement period after or during construction with new fills, or a specialized foundation design, including the use of deep foundation systems to support structures. Varieties of in situ soil improvement techniques are also available, such as dynamic compaction (heavy tamping) or compaction grouting. The geotechnical evaluation shall include the following measures to mitigate the expansive and corrosive soils hazards identified under Impact GEO-4. Expansive Soils: Mitigation techniques to reduce expansive soil potential shall be included as necessary. Techniques shall include overexcavation and replacement with non-expansive soil, soil treatment, moisture management, and/or a specific structural design for expansive soil conditions developed during the design phase. Corrosive Soils: An assessment of the potential for corrosive soils shall be made during the detailed design phase of the project through soil testing procedures. Mitigation techniques shall be developed, as appropriate, to reduce impacts related to corrosive soils to low levels. Subsurface evaluation, including laboratory testing, shall be performed. Evaluation of the corrosive soil potential shall be accomplished through testing and analysis of soils at foundation design depths. The laboratory tests conducted on the soils prior to construction and improvement plan preparation shall include corrosivity tests. Review of these data by a corrosion engineer will result in corrosion protection measures that will be suitable to the project elements. Evaluation of the potential corrosive soils hazard shall be performed prior to detailed design and construction so that, in the event the hazard exists, mitigation techniques may be implemented. To avoid site-specific subsurface evaluation, corrosion protection measures may be included in the initial design for the proposed Project improvements. Mitigation for corrosive soil conditions may involve the use of concrete that is resistant to sulfate exposure. Corrosion protection for metals may be needed for underground foundations or structures in areas where corrosive groundwater or soil could cause deterioration. Typical mitigation techniques include epoxy and metallic protective coatings, the use of alternative (corrosion-resistant) materials, and selection of the appropriate type of cement and water/cement ratio. MM-GEO-2: All earthwork and grading shall be performed in accordance with the recommendations in the SWPPP and the Construction Activities Stormwater General Permit. Additionally, BMPs related to ongoing drainage design and maintenance practices shall be included in the SWPPP and implemented to reduce soil erosion during operation of the proposed Project. The BMPs shall include design procedures such as a surface drainage design for roadways and facilities to provide for positive surface runoff and reduce concentrated runoff conditions. Other examples of BMPs include the use of erosion prevention mats or geofabrics, silt fencing, sandbags and plastic sheeting, and temporary drainage devices.
Greenhouse Gas Emissions	MM-GHG-1. To reduce GHG emissions during operations, the County shall incorporate the following mitigation measures into the design of each new element, as practicable. Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project Site to generate solar energy for the facility. The project applicant should commit to applying to the local utility to install the maximum number of solar panels possible. Require all lighting fixtures, including signage, to be state-of-the art and energy efficient, and require that new traffic signals have light-emitting diode (LED) bulbs and require that light fixtures be energy efficient compact fluorescent and/or LED light bulbs. Where feasible use solar powered lighting. Maximize the planting of trees in landscaping and parking lots.

	• Use passive heating, natural cooling, solar hot water systems, and reduced pavement. • Utilize only Energy Star heating, cooling, and lighting devices, and appliances. • Install light colored “cool” roofs and cool pavements. • Limit the use of outdoor lighting to only that needed for safety and security purposes. • Require use of electric lawn mowers and leaf blowers. • Require use of electric or alternatively fueled sweepers with HEPA filters. • Use of water-based or low VOC cleaning products. • Install Electric Vehicle (EV) Charging Stations on at-least 5% of all vehicle parking spaces, consistent with City of Los Angeles requirements for all new projects.
Hazards	MM-HAZ-1: In order to minimize exposure, prior to demolition activities, asbestos- containing materials and lead-based paint surveys and evaluations shall be conducted in buildings that are to be demolished or renovated. Abatement measures shall be implemented in accordance with the recommendations of these evaluations. Asbestos surveys shall be conducted in accordance with SCAQMD Rule 1403, which specifies that all surveys are to be carried out by a Cal/OSHA-certified asbestos consultant and will follow established survey protocols, notification, and work practice requirements. Lead-based paint surveys shall be carried out by California Department of Public Health (CDPH)-certified inspector/assessor. If necessary, a lead abatement plan would be prepared by the CDPH-certified project monitor or supervisor, and demolition activities would be performed by CDPH- certified workers. MM-HAZ-2: Prior to start of construction, an additional investigation of the leaking underground storage tank site at 1200 North State Street (according to SWRCB’s GeoTracker website, groundwater is currently being monitored at the address) shall be conducted to determine its potential impact on Project Site development. In the event that environmental concerns are discovered, a certified geologist or industrial hygienist will specify an appropriate course of action, which may involve removal and disposal of contaminated materials, and remediation of the area of concern.¹ MM-HAZ-3: As part of a Phase II Environmental Site Assessment, prior to construction, additional investigations at the former suspected locations of USTs (both abandoned in place and those where no records of removal have been found) and the former boilers and powerhouse. In the event that environmental concerns are discovered, a certified geologist or industrial hygienist will specify an appropriate course of action, which may involve removal, disposal, and remediation of the area of concern.
Hydrology	MM-HYD-1: Construction activity (clearing, grading, excavation, stockpiling, and reconstruction of existing facilities involving removal and replacement) resulting in a land disturbance of one or more acre, or less than one acre but part of the larger master plan for the Campus must obtain the Construction Activities Storm Water General Permit. Prior to beginning any construction activity, the County shall require the contractor(s) to develop the SWPPP, Construction Activities Storm Water General Permit, erosion/sediment control plan, and submit these plans for approval by the governing regulatory agency. The contractor(s) shall then perform all construction activity in accordance with the recommendations in the SWPPP, the Construction Activities Storm Water General Permit, and erosion/sediment control plan. The contractor’s erosion control plan must comply with the California Stormwater Best Management Practices Handbook and meet the requirements of the statewide Construction General Permit. MM-HYD-2: LID features shall be designed to improve water quality and minimize the leaching of nutrients from growing media. Best design practices based on the latest monitoring and research recommendations shall be incorporated. In addition to avoiding the use of growing media, mulch, and compost containing animal products, which may leach nutrients, design modifications may include incorporation of an internal storage zone. With an internal storage zone, the underdrain is elevated and anaerobic conditions are created, causing denitrification to occur, provided that a carbon food source is provided for the denitrifying bacteria. Additionally, due to the large area of proposed landscaping, phosphorous is a likely pollutant in stormwater runoff from the site. Phosphorous can be minimized through organic maintenance methods, Integrated Pest Management, and avoiding products containing animal manure or other animal products. Although these practices apply specifically to bioretention, they should also be considered for other landscape-based LID features that could be included in the final design. If phosphorous is added to the 303(d) list for the Los

¹ The [Geotracker web site](#) indicates that cleanup of this leaking underground storage tank was completed as of 8/30/2021. Therefore, this mitigation measure has been completed.

	Angeles River Reach 2 or the Tier 3 Pollutants of Concern for the Los Angeles River Watershed Management Area, then it becomes a pollutant of concern for the receiving water body and the specialized design measures shall be incorporated at the landscape-based LID features proposed for the site. MM-HYD-3: Where groundwater seepage is expected, permanent monitoring wells shall be installed during construction within and around the perimeter of each building to monitor the groundwater level and evaluate the performance of the dewatering system. Before starting dewatering operations, a baseline conditions survey shall be made of all adjacent foundations and structures to assess the impact of deep excavation dewatering on adjacent structures. All signs of existing distress shall be recorded. MM-HYD-4: Irrigation water demands above existing irrigation demands shall be met by alternative supply sources to the maximum extent technically feasible. The use of alternative water supply sources for irrigation shall be maximized to reduce the use of potable water for irrigation and approximate existing irrigation demands. Alternative water supply sources include, but are not limited to, reclaimed water, gray water, harvested rainwater (stormwater), and air-conditioning condensate (although not specifically mentioned in the master plan, this could represent a significant source of clean irrigation water). MM-HYD-5: During and after construction, positive drainage shall be provided to direct water away from buildings and foundations. Where positive drainage is not provided, area drains shall be used to drain depressions or low spots that are not part of the designed LID MM-HYD-6: An Operations and Maintenance Plan shall be developed for LID features at the site during the design of the initial development projects and expanded as development progresses and different LID features are added. The plan shall consider impacts on water quality and address issues related to Integrated Pest Management or organic maintenance practices, including those for hand weeding. The use of fertilizers, pesticides, herbicides, and products containing animal manure or animal products shall be avoided within any LID features at the Project Site. Outside of the LID features, Integrated Pest Management and organic maintenance practices shall be used.
Noise	MM-NOI-1: Reduce Construction Noise to the Extent Possible. The County shall implement the following noise reduction measures during construction: • Construction activities should be limited to between the hours of 7 a.m. to 7 p.m. on Monday through Friday or 8 a.m. to 6 p.m. on Saturdays, and should not occur at any time on Sundays or legal holidays. Construction personnel should not be permitted on the job site, and material or equipment deliveries and collections should not be permitted outside of these hours. • To the fullest extent practicable, the quietest available type of construction equipment should be used. Newer equipment is generally quieter than older equipment. The use of electric powered equipment is typically quieter than diesel or gasoline powered equipment, and hydraulic powered equipment is typically quieter than pneumatic power. • Where possible, impact pile driving should be replaced with other piling techniques, such as vibratory pile driving or drilled and poured-in-place piles. • All mobile and fixed noise-producing equipment used on the proposed Project that is regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of project activity. • All construction equipment should be properly maintained. Poor maintenance of equipment typically causes excessive noise levels. • All construction equipment, stationary and mobile, should be equipped with properly operating and maintained mufflers, air- inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment. • All noisy equipment should be operated only when necessary, and should be switched off when not in use. • The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. • To the extent practicable, temporary barriers should be employed around the Project Site and/or around noisy construction equipment.

- For barriers to be effective they should break the line-of site between the equipment and any noise-sensitive receiver. These barriers may be constructed as follows: - From commercially available acoustical panels lined with sound absorbing material (the sound absorptive faces of the panels should face the construction equipment). - From common construction materials such as plywood and lined with sound absorptive material (the sound absorptive material should face the construction equipment). - From acoustical blankets hung over or from a supporting frame. The blankets should provide a minimum sound transmission class (STC) rating of 28 and a minimum noise reduction coefficient (NRC) of 0.80 and should be firmly secured to the framework with the sound absorptive side of the blankets oriented towards the construction equipment. The blankets should be overlapped by at least 6 inches at seams and taped so that no gaps exist. The largest blankets available should be used in order to minimize the number of seams. The blankets shall be draped to the ground to eliminate any gaps at the base of the barrier. - Construction employees shall be trained in the proper operation and use of the equipment. Careless or improper operation or inappropriate use of equipment can increase noise and vibration levels. Poor loading, unloading, excavation, and hauling techniques are examples of how a lack of adequate guidance and training may lead to increased noise and vibration levels. - Storage, staging, parking, and maintenance areas shall be located away from sensitive receptors. Where this is not possible, the storage of waste materials, earth, and other supplies should be positioned in a manner that will function as a noise barrier to the closest sensitive receivers. - Stationary noise sources such as generators and compressors should be positioned as far away as possible from noise sensitive areas. - Construction equipment shall be stored on the Project Site while in use. This will eliminate noise associated with repeated transportation of the equipment to and from the site. - To the extent possible, haul roads should not be designated through noise-sensitive areas. MM-NOI-2: Design Non-Residential Project Buildings to Comply with CALGreen Exterior-to-Interior Noise Control Standards. During the architectural and engineering design phase of each new non- residential building that would be located within the 65 dB CNEL contour of any of the surrounding roadways (i.e., within 129 feet of Marengo Street, 172 feet of Mission Road, 46 feet of Zonal Avenue, 590 feet of I-5, or 482 feet of I-10), and prior to the issuance of any building permits for the building, the County shall retain an acoustical consultant to evaluate the design and provide recommendations, as necessary, to comply with the State of California Green Building Standards Code. Such mitigation measures may include, but are not limited to: installation of sound-rated windows or upgrades to façade wall elements. It is noted that this mitigation measure does not apply to “buildings with few or no occupants or where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings.” MM-NOI-3: Design Residential Project Buildings to Comply with the County of Los Angeles Building Code’s Interior Noise Standards. During the architectural and engineering design phase of each new residential building to be developed as part of the project, and prior to the issuance of any building permits for the building, the County shall retain an acoustical consultant to evaluate the design and provide recommendations, as necessary, to comply with the County of Los Angeles Building Code’s interior noise standard of 45 dB Ldn or CNEL. Such mitigation measures may include, but are not limited to: installation of sound- rated windows or upgrades to façade wall elements. MM-NOI-4: Design Project Facilities to Ensure All Mechanical Equipment Complies with Chapter XI of the City of Los Angeles Municipal Code. During the architectural and engineering design phase of each new facility (building, central plant, parking structure, etc.) that would introduce new mechanical equipment to the Project Site, and prior to the issuance of any building permits for the facility, the County shall retain an acoustical consultant to evaluate the design and provide recommendations, as necessary, to ensure that the mechanical equipment complies with Chapter XI of the City of Los Angeles Municipal Code. Such recommendations may include, but are not limited to: changes in equipment locations, upgrades to central plant buildings, rooftop parapet walls, acoustical louvers or screens, or intake and exhaust silencers. MM-NOI-5: Design and Manage Outdoor Use Areas to Ensure Organized Outdoor Events Comply with Chapter XI of the City of Los Angeles Municipal Code. Prior to the issuance of any building permits for outdoor use areas that are anticipated to host organized events such as outdoor markets, farmers markets, summer concerts and health marches, etc. the County shall retain an acoustical consultant to evaluate the
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	design (event layout, sound system design, etc.) and operational event details (crowd sizes, times of operation, etc.) to ensure that such events will comply with Chapter XI of the City of Los Angeles Municipal Code. Such recommendations may include, but are not limited to: controls on crowd sizes and event times, and limits on sound system power levels. MM-NOI-6: Reduce Construction- Generated Groundborne Vibration to the Extent Possible. The County shall implement the following vibration reduction measures during construction: • Where possible, impact pile driving should be replaced with other piling techniques, such as vibratory pile driving or drilled and poured-in-place piles. • To the extent possible, heavy construction equipment should not be operated within 111 feet of on-site or off-site sensitive receptors.
Public Services	MM-PS-1: The Los Angeles County project manager and construction contractor shall regularly notify and coordinate with the LAFD, LASD and LAPD on project construction design, activities, and scheduling, including any on and off Campus street or lane closures related to the proposed developments before construction begins.
Transportation/Traffic	MM-TRAF-1: The County shall develop and implement traffic control measures for master plan projects that would result in lane or sidewalk closures, removal of parking, or similar traffic disruptions. Temporary traffic control during construction shall meet the requirements of the California Manual on Traffic Control Devices (CA-MUTCD). Daytime closures shall be covered by the applications shown in Chapter 6 of the manual. Overnight closures, long-term closures, and detours shall require a Traffic Control Plan, which shall be prepared as part of the project design package according to CA-MUTCD requirements. The Traffic Control Plan may include, but is not limited to, the elements listed below. Note that some of these elements may not be feasible or appropriate in all circumstances. The project-level environmental analysis shall identify the appropriate measures for each project. • Provide a roadway layout that shows the locations of construction activity and surrounding roadways to be used as detour routes, including special signage. • Establish detour routes in coordination with the City of Los Angeles to minimize disturbances to local traffic conditions; review potential detour routes to make sure adequate capacity is available. • Avoid creating additional delay at intersections that are currently operating under congested conditions either by choosing haul routes that avoid these locations (such as choosing haul routes that avoid the State Street/Marengo Street and State Street/Cesar Chavez Avenue intersections) or constructing during non-peak times of day (peak periods are generally 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., Monday through Friday). • Maintain access to existing residences at all times. • Work with LADOT, LASD, LAFD, and LAPD to coordinate all construction-related plans and minimize disturbances to local EMS providers; ensure that alternative evacuation and emergency routes are designed to maintain response times during construction. • Provide adequate off-street parking areas at designated staging areas for construction-related vehicles. • Work with local and regional transit providers to maintain access and circulation routes to existing stops and stations during construction phases and identify appropriate detours to provide traffic rerouting during construction while minimizing disturbance to bus services. • Work with the City of Los Angeles to maintain continuity and operation of existing pedestrian and bicycle facilities during construction. MM-TRAF-2: To mitigate the significant traffic impact at the intersection of State Street and Marengo Street (study intersection #13) during the AM and PM peak hours, the southbound approach on State Street (within the LAC+USC Medical Center) shall be widened and reconfigured to provide one left- turn lane, one through lane, and one shared through/right-turn lane. Traffic signal enhancements, such as additional closed- circuit television cameras, should also be considered. In addition, the existing westbound bus stop at this intersection on Marengo Street shall be relocated eastward to allow for the introduction of a separate westbound right-turn lane. The County shall consult with affected transit providers as well as LADOT to coordinate relocation of this bus stop. All elements of this mitigation measure need to be implemented to mitigate the significant impact. MM-TRAF-3: The County shall explore implementation of the following Transportation Demand Management (TDM) measures to further reduce vehicle trips: • provide bicycle parking for new development that exceeds the County's code requirement;

	• provide other bicycle-supportive amenities such as bicycle lockers; • locate a station of a bicycle-sharing system on-site; • expand the County-operated Wellness Center Shuttle to include more stops on or near the site; and, work cooperatively with other transit providers (Metro, LADOT, Metrolink, Foothill Transit, USC) to establish new transit stops or stations or to upgrade existing transit stops adjacent to the Medical Center or in the local area.
Utilities	MM-UTL-1: In conjunction with preparation of a subsequent CEQA environmental document for any future development project under the master plan proposed in 2035 and beyond that is defined as a “water-demand project” in Section 15155 of the <i>State CEQA Guidelines</i>, the County shall request, pursuant to Section 15155, that the water provider determine whether the projected water demand associated with the project was included in the most recently adopted urban water management plan. If required pursuant to Section 15155 and SB 610, the County shall request that LADWP prepare a water assessment for the proposed Project. The County shall determine, pursuant to Section 15155, whether projected water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses. MM-UTL-2: Prior to issuance of a building permit for any future development project under the master plan that could result in an increase in wastewater generation, the County shall coordinate with the City of Los Angeles Bureau of Sanitation to conduct further detailed gauging and evaluation to identify a specific sewer connection point with sufficient capacity. If the public sewer has insufficient capacity, then the County shall be required to build a sewer line to a point in the sewer system with sufficient capacity.

Source: 2014 LAC+USC Medical Center Master Plan Final EIR and Mitigation Monitoring and Reporting Program

F. SUMMARY COMPARISON OF SIGNIFICANT IMPACTS IDENTIFIED IN FINAL EIR COMPARED TO IMPACTS OF THE RCV PARKING LOT

Unavoidable significant adverse environmental impacts identified in the Final EIR are as follows: Aesthetics (demolition of the Women’s and Children’s Hospital); Air Quality (construction – PM10 and PM2.5); Cultural Resources (demolition of the Women’s and Children’s Hospital); Greenhouse Gas Emissions (emissions exceeding 3,000 MTCO₂e/year); Noise and Vibration (construction and noise during operation); Recreation (construction of facilities); Transportation (vehicle trips); Utilities (cumulative contribution to demand for water and natural gas). These impacts would remain under the RCV Parking Lot (updates to the site plan and specific construction schedule for the RCV Parking Lot). Other impacts analyzed in the Final EIR were determined to be less than significant (see **Table 4** below for a summary comparison of all impacts analyzed in the Final EIR compared to impacts with the RCV Parking Lot). As discussed in the detailed analyses below, the mitigation measures identified in the Final EIR, and the expanded/clarified Mitigation Measure MM-CR-6 identified in this addendum, would reduce impacts with the RCV Parking Lot to a less than significant level for the same issues that are reduced to a less than significant level in the Final EIR. Impacts to historic resources of the RCV Parking Lot only would be less than significant with mitigation, but impacts to historic resources in general as a result of the overall Master Plan would continue to be significant and unavoidable.

G. INCORPORATION BY REFERENCE

The following documents were referenced in the preparation of this Addendum, and are incorporated herein by reference, consistent with Section 15150 of the *State CEQA Guidelines*:

1. County of Los Angeles, LAC+USC Medical Center Master Plan, certified Final Environmental Impact Report, certified November 18, 2014. Referred to herein as the Final EIR [available online here: [89821.pdf \(lacounty.gov\)](#)].
2. County of Los Angeles LAC+USC Medical Center Master Plan Revision, Proposed Residential Care and Childcare Facilities, Final Environmental Impact Report Addendum, November 10, 2017. Approved December 19, 2017 [available online here: [119791.pdf \(lacounty.gov\)](#)].

These documents are also available for review at the Los Angeles County Public Works (DPW) Project Management Division I, 900 South Fremont Avenue, Alhambra, California, 91803.

H. SUMMARY OF EFFECTS

Section 3 of this Addendum includes a detailed evaluation of potential changes in environmental effects associated with development of the Master Plan, with 2026 proposed revisions for each CEQA environmental issue area, organized consistently with Appendix G of the *State CEQA Guidelines*. As summarized above, impacts would either be comparable or reduced as compared to those identified in the certified Final EIR. Therefore, as discussed in this Addendum, the RCV Parking Lot would not trigger any of the conditions that require the preparation of a Subsequent or Supplemental EIR in Sections 15162 and 15163 of the *State CEQA Guidelines*, and therefore, an Addendum to the Final EIR is the appropriate CEQA document to address these changes.

2. DESCRIPTION OF CURRENTLY PROPOSED PROJECT

A. PROJECT LOCATION

The 76-acre property that comprises the LAC+USC Medical Center (Project Site) is located at 2051 Marengo Street, on several parcels of land owned by the County of Los Angeles (see **Figure 1**). The LAC+USC Medical Center Campus is surrounded by the Boyle Heights and Lincoln Heights neighborhoods of the City of Los Angeles. Specifically, the main Campus is generally bounded by Zonal Avenue, Mission Road, Marengo Street, and Chicago Street. State Street bisects the Campus. In addition, the Project Site extends to parcels on each side of Mission Road north of Zonal Avenue and on both sides of Griffin Avenue west of Mission Road. The site is located immediately northeast of Interstate (I) 5 (Golden State Freeway) and north of I-10 (San Bernardino Freeway).

The analysis in this document is limited to the approximately 2-acre site on the Central Juvenile Hall Campus proposed as a parking lot for RCV facilities. The proposed RCV Parking Lot site is immediately north of the area analyzed as the Project Site in the Final EIR (See **Figures 1** through **5**).

B. 2014 MASTER PLAN (ANALYZED IN THE FINAL EIR)

Figure 3 shows a conceptual layout of the 2014 Master Plan analyzed in the Final EIR; **Figure 4** shows the 2014 Master Plan zones by generalized use. The Final EIR (page 2-7) identified the following objectives of the 2014 Master Plan:

1. Achieve a community-friendly Campus.
2. Promote healthy lifestyles and wellness.
3. Maximize access to the Medical Center by the community.
4. Provide opportunities for appropriate education and job training.
5. Incorporate on-Campus business opportunities.
6. Plan for future program development.

The Final EIR evaluated proposed development, including construction of new and renovated medically-related office, retail, open space, and parking uses, and demolition of existing buildings and structures to accommodate new development. Full build-out of the 2014 Master Plan was anticipated to result in a total of approximately 1,725,000 square feet of development throughout the Campus, with the main elements being:

- Inpatient Facilities
- Outpatient Facilities
- Medical Center Offices
- Central Utility Expansion
- Pedestrian Circulation and Access

- Biotech Research and On-Campus Housing
- Parking Facilities
- Community Open Space and Landscape Conceptual Elements

Major land use changes under the 2014 Master Plan are shown in **Table 3** (page 2-15 of the Final EIR). The table shows the uses that were on the site in 2014 that were proposed to be removed and the expected new uses under the 2014 Master Plan.

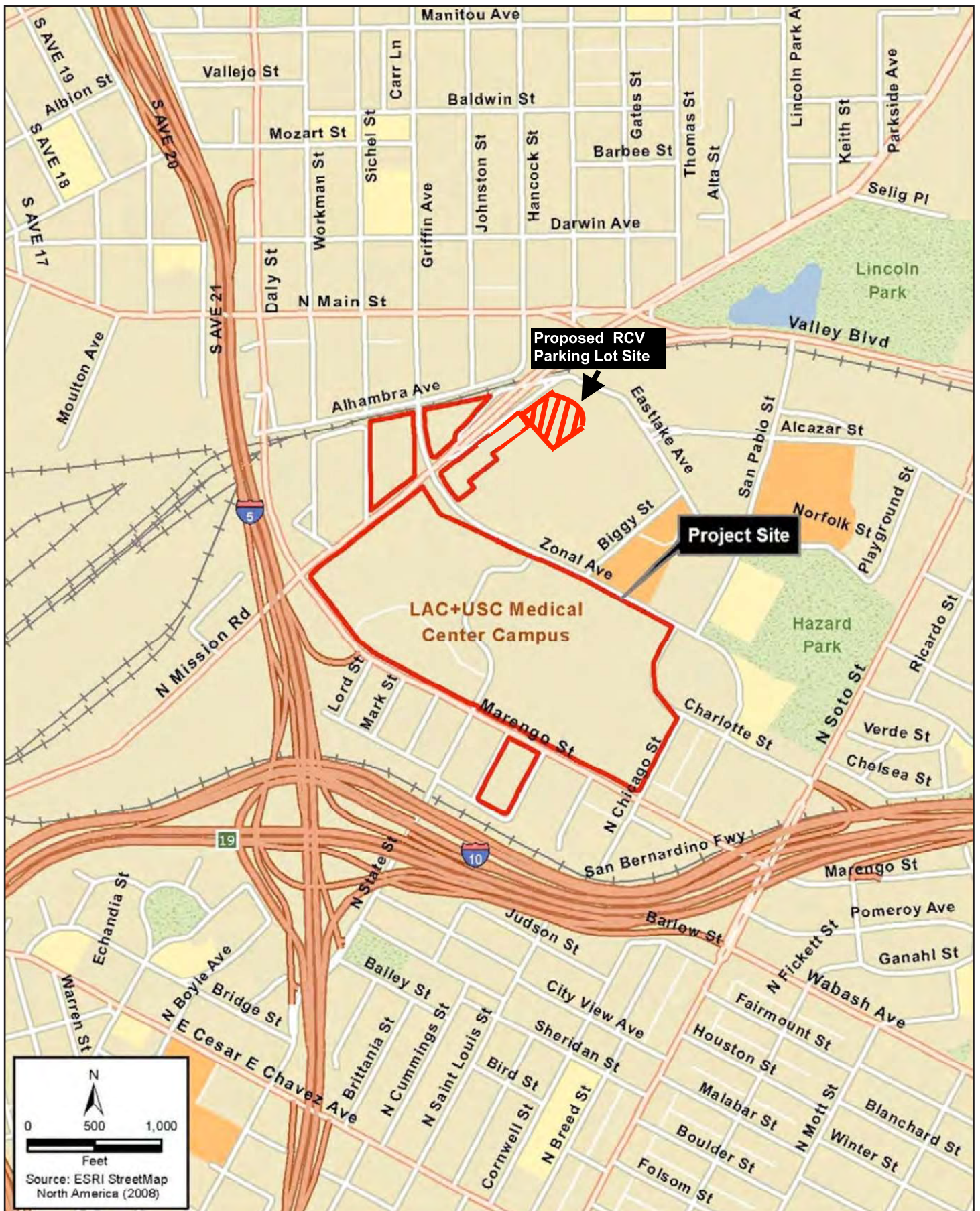
Table 3
Summary of 2014 Master Plan Land Uses

Land Use	2014 Uses to Be Removed (sf)	2014 Master Plan Land Uses (sf)
Wellness-Oriented Community Facilities	N/A	85,000 sf of wellness-oriented meeting space and community-serving space 20,000 sf of wellness-oriented community retail
New Utility Plant and Facilities	31,000 sf of maintenance facilities 20,938 sf of utility plant and cooling towers	40,000 sf of new utility plant and maintenance facility
Outpatient Clinics/ Laboratories/ Medical Offices	457,727 sf of outpatient clinics/ laboratories/medical offices	200,000 sf of outpatient clinics/laboratories/medical offices
Professional/ Administrative Offices	197,288 sf of administrative offices	265,000 sf of professional and administrative offices
Research and Development	N/A	635,000 sf of research and development space
Hospital Addition (Inpatient)	N/A	450 new hospital beds in three new 150-bed towers*
Warehouse/Storage	15,756 sf of warehouse and storage trailers	N/A
Total	722,709 sf	1,245,000 sf and 450-bed hospital addition
Net Proposed: Approximately 522,000 sf and 450-bed hospital addition		

*Note: *An estimate of the square footage for these towers was not available when the Master Plan was completed.*

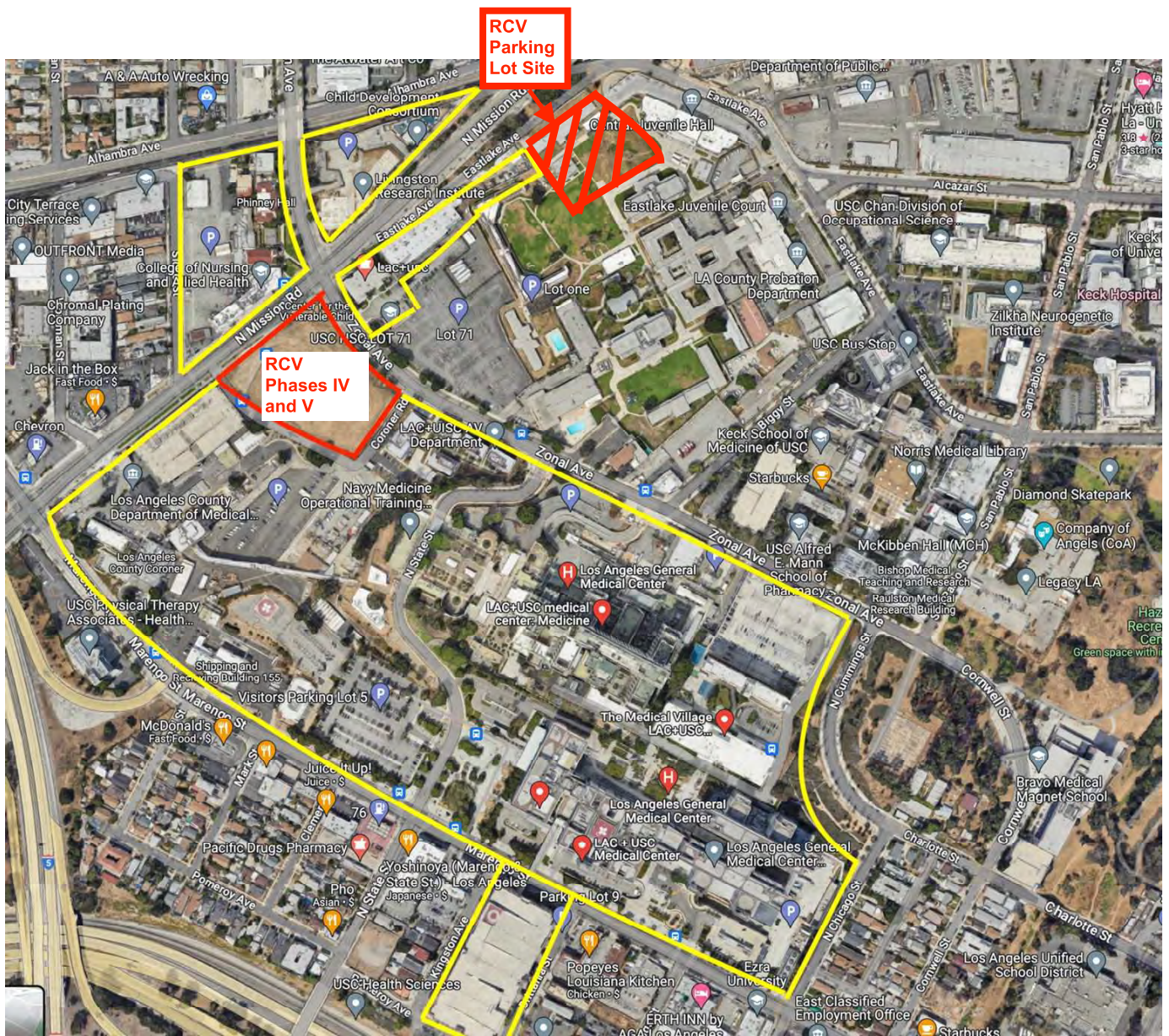
Source: County of Los Angeles. 2014. LAC+USC Medical Center Campus Master Plan.

The Master Plan identifies a plan that is divided into zones in order to provide for flexibility, but controlled development and adaptive reuse of key areas. The zones are identified as adaptive reuse, community and office, biotech research, medical services, central utility, and the coroner (see **Figure 4**). The Final EIR evaluated total development as identified in **Table 3** above and did not address the specific location of uses on the Medical Center Campus, but rather the Final EIR generally evaluated total areas by use Campus-wide, together with the potential location of buildings (regardless of use). Parking was not separately identified; although the Final EIR identifies a potential site plan with numerous parking structures located throughout the LAC+USC Medical Center Campus (see **Figure 3**).



SOURCE: 2014 Final EIR.

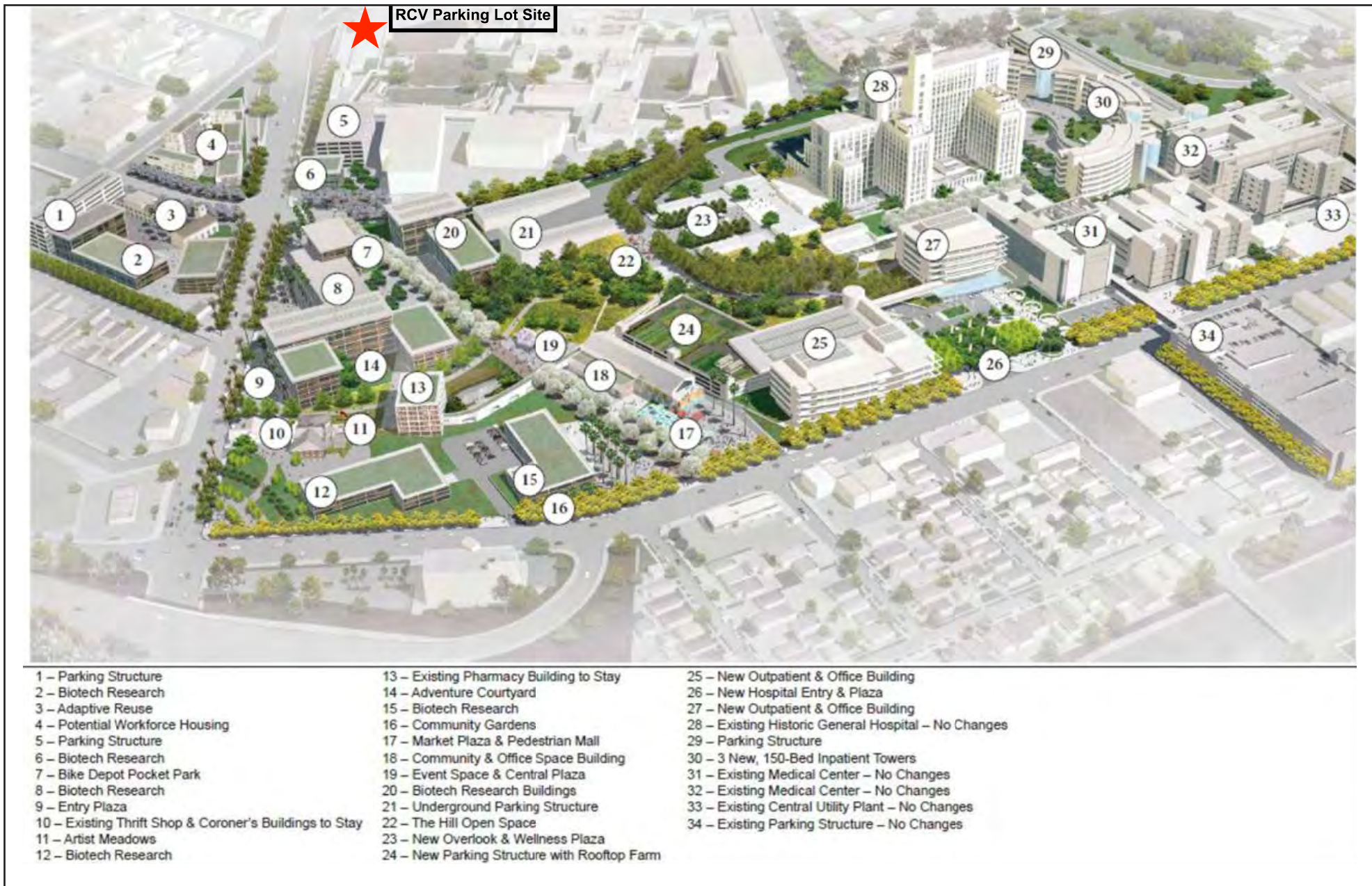
FIGURE 1



SOURCE: Google Maps, 2023.

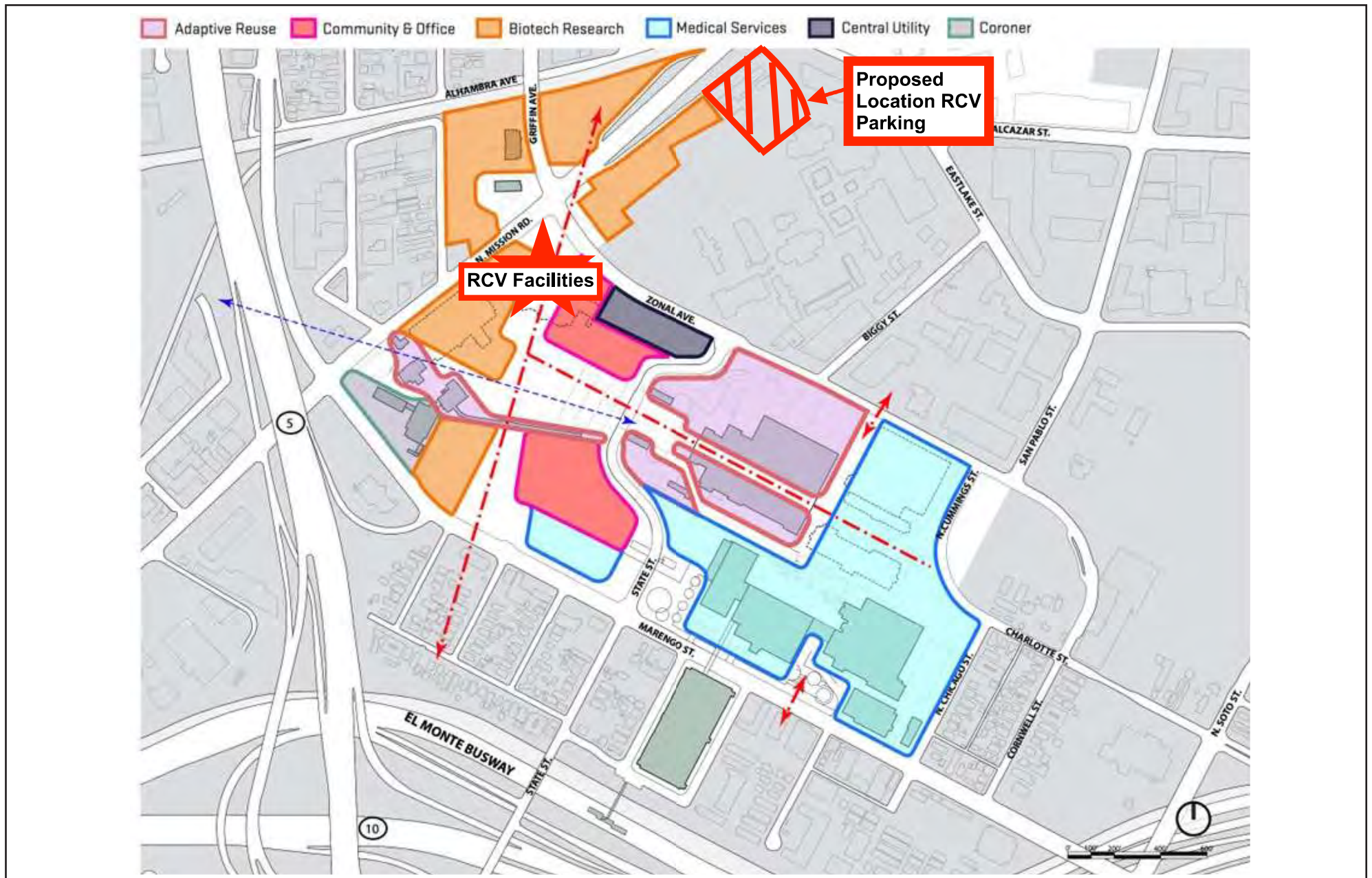
FIGURE 2

RCV Parking Lot Site



SOURCE: County of Los Angeles, 2014.

FIGURE 3



SOURCE: County of Los Angeles, 2014.

FIGURE 4

C. 2017 AND 2023 MASTER PLAN REVISIONS

Figure 5 shows the site plan analyzed in the 2017 Final EIR Addendum – the 2017 Master Plan Revisions.² The 2017 Master Plan Revisions included the following changes as compared to the 2014 Master Plan:

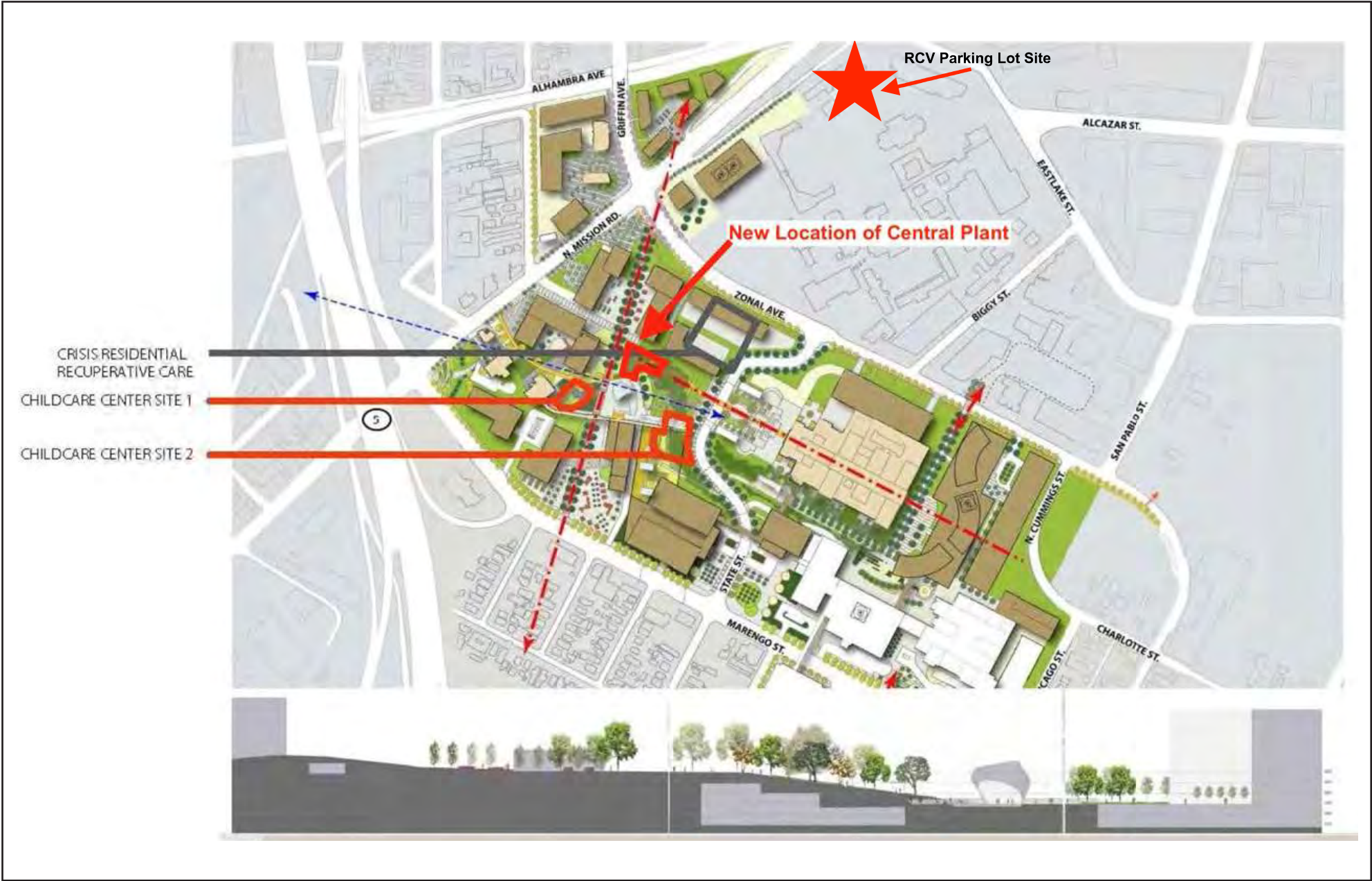
1. Crisis Residential Treatment (CRTP) facility with a total of 64 beds in four two-story buildings, each housing 16 beds (aimed at patients 18 and over, average stay of 10 to 14 days, not to exceed 14 days).
2. Three-story Recuperative Care (RCC) facility with 96 beds to serve men and women discharged from the hospital who need a place to recuperate for up to three months.
3. A larger replacement childcare facility that would increase the capacity of the existing facility from 72 to 84 children (12 additional children). Two sites were under consideration (Site 2 on State Street was selected and built).
4. A reduction of 127,000 square feet (20 percent) in the approved new biotech research and development space, resulting in a proposed total of 508,000 square feet of biotech uses.
5. A different location within the Medical Center Campus for the new utility plant.

The CRTP and RCC facilities together are known as Phase I of the Restorative Care Village (RCV). Phase II consisted of interior renovations to existing wards inside the main hospital tower that were completed in July 2025. Phase III of the RCV is a 300-bed Permanent Supportive Housing project on the triangular property north across Zonal Avenue and west of N. Mission Road (this area was identified as 130,000 square feet of workforce housing in the 2014 Master Plan) and is currently under construction. Phases IV and V were included in the 2023 Master Plan Revisions (**Figure 6** shows a conceptual layout from 2023); Phase IV was completed in November 2025, and Phase V is under construction with completion scheduled for August 2025.

The 2023 Master Plan Revisions³ are located on a 4.5-acre, former site of the Women's and Children's Hospital; the remainder of the Medical Center Campus continued to be planned as described in the 2014 Master Plan, as updated by the 2017 Master Plan revisions.

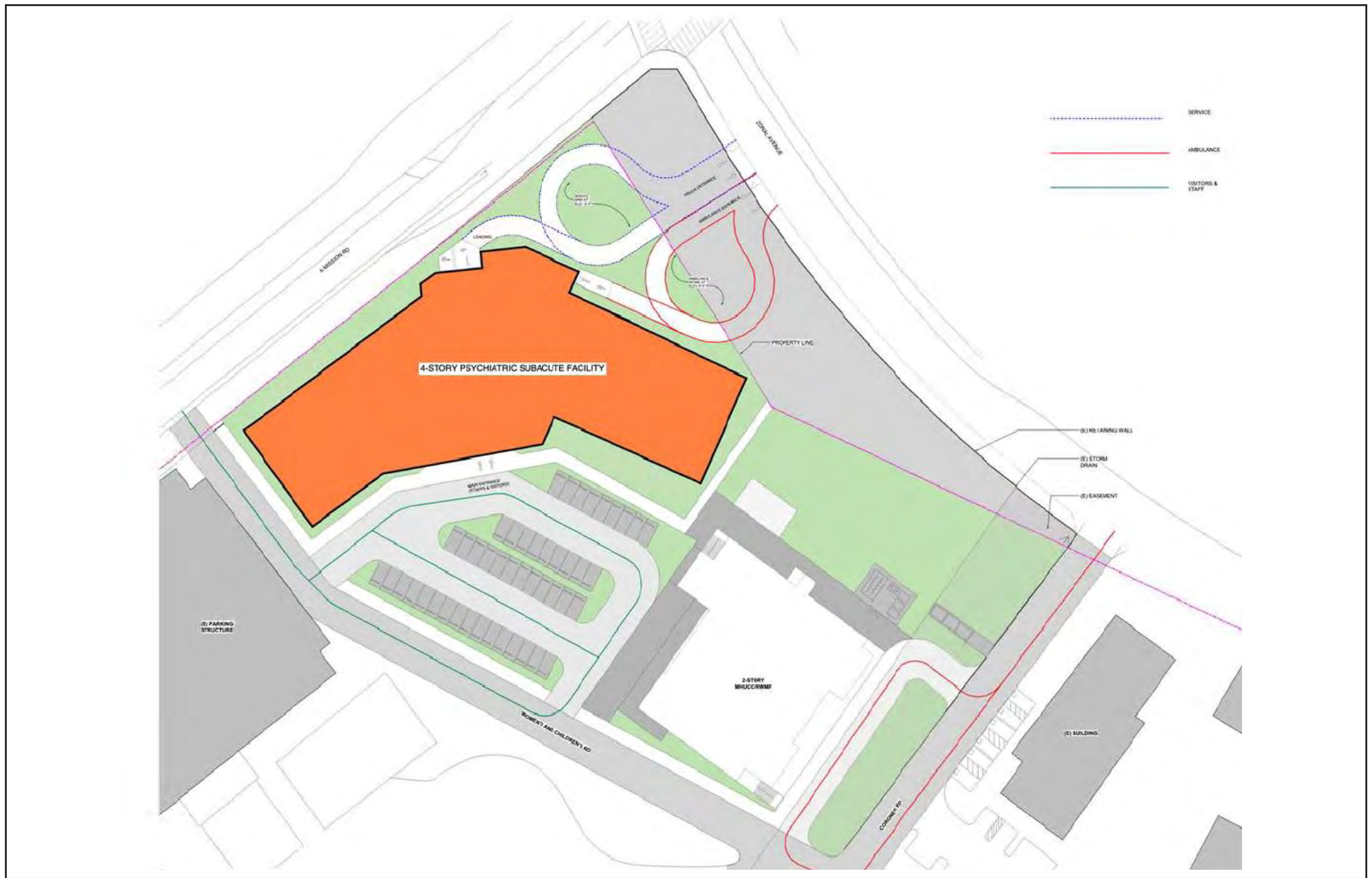
² The CRTP and RCC were approved November 12, 2019, and the childcare facility was approved March 31, 2020.

³ The 2023 Master Plan Revisions were approved: Phase IV -- December 19, 2023 and Phase V was approved July 9, 2024.



SOURCE: County of Los Angeles, 2017.

FIGURE 5



SOURCE: County of Los Angeles, 2023. *Note: The site plan is being refined; changes included in the final project will be reviewed to confirm that they are within the scope of the analysis in the 2014 Final EIR and this Addendum.

FIGURE 6

2023 Master Plan Revisions - Women's and Children's Hospital Site Conceptual Site Plan

The 2023 Master Plan Revisions included the following new components (to be constructed to LEED Gold minimum standards):

1. Two-story, 33,650-square-foot building (Phase IV) to contain:
 - a. 15,770-square-foot Mental Health Urgent Care Center (MHUCC) on the first floor, with 32 adult and 8 adolescent chairs – no beds
 - b. 17,880-square-foot Residential Withdrawal Management Facility (RWMF) with 32 beds on the second floor.
2. Four-story, 115,420-square-foot, 128-bed, Psychiatric Subacute Facility (PSF) (Phase V).

Approximately 55 surface parking spaces are located around the buildings. The 2014 Master Plan does not identify building areas, rather it identifies generalized uses by zone (see **Figure 4**) and total areas by general use for the Medical Center Campus (see **Table 3**) as a whole.

With the 2023 Master Plan Revisions, the Women’s and Children’s Hospital site was reprogrammed from Biotech Research (an estimated 108,000 square feet) and Community and Office (an estimated 72,000 square feet) to the mental-health focused use – the Restorative Care Village (RCV). The Final EIR contemplated 450 new hospital beds and 200,000 square feet of outpatient/clinics. The PSF (128 beds) and RWMF (32 beds) are less intensive than full hospital use, with less equipment, fewer staff, and fewer patient visitors; the 15,770-square-foot MHUCC would be similar to other outpatient facilities contemplated in the Final EIR. Since the 2023 Master Plan Revisions are located in the Biotech and Community and Office zones, it was assumed, for the purposes of calculating vehicle trips and building areas, that those Master Plan uses would be replaced in the Master Plan and that the 2023 Master Plan Revisions would not count against Master Plan hospital beds or outpatient facilities.

Since the 2014 Master Plan and 2014 Final EIR do not identify building areas by location, for purposes of analysis, it was assumed that the 2023 Master Plan Revisions would permanently remove a portion of the maximum Biotech Research, Community, and Office building areas identified in the 2014 Master Plan massing diagrams. For purposes of analysis, it was assumed that 60,000 square feet of Biotech Research and 50,000 square feet of office space would be permanently removed from the Master Plan. Removal of this space would modify the total future Master Plan uses as follows: 448,000 square feet of Biotech Research and 215,000 square feet of professional offices. No parking was identified for this area of the Medical Center Campus in the 2014 Master Plan; 55 surface spaces were identified around Phases IV and V of the RCV.

In the 2023 Addendum, the County indicated that it was exploring options to accommodate additional parking for the RCV facilities, including that “additional parking would be available on and off Campus.”

D. RCV PARKING LOT

The project evaluated in this addendum is the construction and operation of a surface parking lot for the Phase IV and V RCV facilities. See **Figures 1 and 2** above for the location of the proposed lot and **Figures 7 and 8** for photographs of the RCV Parking Lot site. The proposed RCV Parking Lot site is within the walled enclosure of the Central Juvenile Hall Campus jail facilities (see **Figure 7**).

As discussed above, the RCV buildings on the Medical Center Campus were evaluated in the 2014 Final EIR and prior addenda. As noted above, the 2023 Addendum indicated that a number of parking options were being explored, including provision of parking off the main campus. The County has determined that the best location for RCV parking at the present time is surface parking on the Central Juvenile Hall Campus immediately north of the LAC+USC Medical Center Campus Master Plan planning area. The RCV Parking Lot project would do the following:

- Identify an approximately 2 acre area contiguous to the northernmost LAC+USC Medical Center Campus Master Plan to provide parking for mental health facilities within the 2014 Master Plan.
- Demolish three vacant buildings -- previously housing a boys' max dormitory (approximately 11,800 square feet), game room (previously used for storage -- approximately 2,310 square feet) and storage (previously used as a mess hall -- approximately 4,900 square feet) -- associated with the Central Juvenile Hall Campus. The Central Juvenile Hall Campus itself is not currently in use as a detention facility, but does house office personnel and is occasionally used as a film location.
- Create an approximately 1.8-acre, 310-space surface parking lot for use by the RCV facilities. This surface parking lot would be about 900 feet northeast of the RCV Phase IV and V.
- Remove the green area in front of the buildings to be demolished as well as some pathways, and create an entry/exit for the parking lot through the existing surrounding wall enclosure.

The 2014 Master Plan Potential Site Plan identified a number of parking structures to serve the Medical Center Campus, scattered throughout the LAC+USC Medical Center Campus (see **Figure 3**), including an approximately five-story structure immediately south of where the RCV surface parking lot is now proposed. The RCV mental health facilities are a related group of buildings that have already been approved, and construction is complete or (in the case of the PSF) nearly complete. They provide/will soon provide mental health support to County residents. The County is proposing to provide a surface parking lot that is necessary for the functioning of these facilities.



SOURCE: Impact Sciences, 2026.

FIGURE 7



SOURCE: Impact Sciences, 2026.

FIGURE 8

The boy's max dormitory and storage (former mess hall) building are more than 50 years in age (built in the 1950s) and have been identified as structures that contribute to a potential historic district related to criminal justice and juvenile detention on the Central Juvenile Hall Campus. Mitigation Measure MM-CR-6 is expanded to clarify the measure and ensure that any potential impacts of demolition would be reduced to a less than significant level.

E. IMPLEMENTATION OF MASTER PLAN TO DATE

The Recuperative Care Center (3-stories, 96 beds) and the Crisis Residential Treatment Facility (four two-story buildings, 16 beds each for a total of 64 beds) addressed in the 2017 Addendum were completed in April 2022. The replacement childcare facility with capacity for 84 children, as compared to the prior facility with capacity for 72 children (on State Street with access from Zonal Avenue), was completed in January 2023. Buildings on the Women's and Children's Hospital site were demolished in 2021, as were some buildings on the triangular parcel north of Zonal Avenue and west of N. Mission Road. RCV Phase II (interior renovations to existing wards inside the main hospital tower) was completed in July 2025. RCV Phase III (300-bed Permanent Supportive Housing project on the triangular property) is currently under construction. Phase IV (MHUCC and RWMF) was completed in November 2025, and Phase V (128-bed PSF) is under construction with completion scheduled for August 2026.

F. CONSTRUCTION ASSUMPTIONS

The Final EIR anticipated that construction activities on the Medical Center Campus would occur over a 25-year period, from 2015 to 2040, with elements of the master plan being built as the funding for each element is appropriated. This timeline remains approximately the same, however more details are now available concerning construction activities completed to date.

Demolition of the Women's and Children's Hospital was completed in 2021. Construction of the MHUCC and RWMF was completed in November 2025. Construction of the PSF will be completed in August 2026. No other Master Plan construction is anticipated to substantially overlap with demolition and construction activities associated with creating the proposed 310-space RCV Parking Lot, which is anticipated to start demolition activities in December 2026. The parking lot would be available in August 2027.

Staging areas for construction are located within the LAC+USC Medical Center Campus (for projects on the LAC+USC Medical Center Campus, such as the RCV facilities) and generally on the construction site for the proposed surface parking lot. As noted in the Final EIR (page 2-15), the staging locations would be determined by the construction contractor(s) in consultation with the County. In identifying potential staging locations, the contractor and the County will consider whether there is a sufficient buffer between

the staging area and off-site sensitive land uses to ensure the impacts from construction staging on these uses would be minimized.

For the purposes of the Final EIR analysis (as indicated on pages 2-16), a conservative, worst-case scenario was assumed that envisioned all of the project elements being constructed at once and overlapping, rather than individual master plan projects occurring sequentially. This assumption continues to capture the maximum day activities that would occur with RCV Parking Lot construction.

3. ENVIRONMENTAL SETTING AND IMPACT ANALYSIS

The Final EIR and the associated Findings of Fact and Statement of Overriding Considerations determined that the 2014 Master Plan would result in significant and unavoidable impacts in the issue areas identified below. **Table 4** compares impacts of the RCV Parking Lot to the conclusions of the Final EIR.

1. **Aesthetics** (Section 3.1 of the Final EIR). Demolition of the Women's and Children's Hospital building, an aesthetically noteworthy building because of its architectural design and historical value, was considered a significant unavoidable adverse visual impact of the proposed Project (no mitigation measures were identified to address this impact).
2. **Air Quality** (Section 3.2 of the Final EIR). Emissions of PM10 and PM2.5 from on-site clearing and demolition would exceed SCAQMD localized thresholds. Implementation of Mitigation measures MM-AQ-2 and MM-AQ-3 and compliance with Rule 403 would reduce emissions, but not below the level of significance. Therefore, this impact was considered significant and unavoidable after implementation of mitigation measures.
3. **Cultural Resources** (Section 3.4 of the Final EIR). The demolition of the Women's and Children's Hospital building, a building determined eligible for listing in the California Register of Historical Resources, was considered an unavoidable significant adverse historical resources impact. Mitigation Measure MM-CR-2 required photo documentation of the building, but would not reduce the impact. The Final EIR also determined that impacts on other historical resources could be significant due to individual projects under the Master Plan, and that impacts would depend on the final plans. Mitigation measures MM-CR-1 through MM-CR-7 were identified to reduce but not eliminate such impacts. Impacts to historical resources were identified as significant after implementation of mitigation measures.
4. **Greenhouse Gas Emissions** (Section 3.6 of the Final EIR). GHG emissions would exceed a 3,000 MT CO2e annual threshold; MM-GHG-1 would reduce emissions, but not below a level of significance; therefore, GHG emissions were considered a significant and unavoidable cumulative impact.
5. **Noise and Vibration** (Section 3.10 of the Final EIR). While MM-NOI-1 would reduce construction noise levels, it would not eliminate the predicted noise impacts entirely; therefore, construction noise impacts are considered significant and unavoidable. Construction vibration impacts would be considered significant and unavoidable after implementation of mitigation measure MM-NOI-6. Large organized outdoor events at the Project Site were also identified as having the potential to cause a periodic

substantial increase in ambient noise levels at nearby off-site sensitive receptors, despite mitigation measure MM-NOI-5 that would reduce but not eliminate the impact.

6. **Recreation** (Section 3.13 of the Final EIR). Construction of new on-Campus landscaped open space areas and recreational facilities could result in noise and air quality impacts on nearby sensitive receptors (also see Air Quality and Noise and Vibration above). Although mitigation would reduce these impacts, they would remain significant after mitigation.
7. **Transportation/Traffic** (section 3.14 of the Final EIR). Additional vehicle trips would result in significant traffic impacts at five study intersections. No feasible mitigation measures were identified for four intersections. As a consequence, the impacts on those intersections were identified as significant and unavoidable. The proposed mitigation measures at the remaining intersection are located within the City of Los Angeles, and the mitigation was subject to approval by the City of Los Angeles Department of Transportation (LADOT), which was not guaranteed; therefore, the impact was identified as significant and unavoidable.

Impacts to intersections and levels of service are no longer considered significant under CEQA; traffic impacts are now evaluated based on Vehicle Miles Traveled (VMT). The Project Site is well-served by transit; projects in such areas have fewer impacts with respect to VMT because some trips can be made by transit rather than by car. Conservatively, despite changes to CEQA to remove delay and levels of service as impacts under CEQA, operational traffic impacts are still considered significant and unavoidable for the purposes of this addendum.

8. **Utilities** (section 3.15 of the Final EIR). Increased consumption of various utilities, including water and natural gas. The Los Angeles Department of Water and Power's Urban Water Management Plan identifies future water supply and demand in its service area through the year 2035, and adequate capacity was identified for the 2035 Master Plan. However, it's not known whether future water supplies beyond the year 2035 would be sufficient to meet the needs of the master plan projects constructed far in the future, i.e., beyond the year 2035. Mitigation Measure MM-UTL-1 addresses water demand through required studies but does not reduce impacts below a level of significance. Therefore, future water supply impacts, beyond the year 2035, are considered to be significant and unavoidable. Similarly, existing SoCalGas forecasts of future natural gas supplies and demand extend to the year 2030. If insufficient supplies exist for master plan projects beyond the year 2030, the impact would be significant and unavoidable. The Final EIR also identified sewer capacity as a potential issue, as the County has no control over local sewer lines; mitigation measure MM-UTL-2 requires additional gauging of sewer lines for projects that increase sewer flows, and if no capacity is available, the County

is required to construct new lines to a point where capacity is available; nonetheless, the impact was considered significant.

The Statement of Overriding Considerations indicates that the County Board of Supervisors determined that economic, legal, social, technological, and other considerations for the 2014 Master Plan outweighed the significant and unavoidable impacts. The Statement of Overriding Considerations identified specific benefits the Board considered in its decision to approve the project (see **Section 1, Introduction**, for more details).

These overriding considerations are applicable to the RCV Parking Lot as the facilities would continue to provide all the benefits identified in the Statement of Overriding Considerations, including meeting the County's anticipated needs, supporting a culture of health and wellness, and providing jobs.

All remaining impacts were determined to be no impact, less than significant, or less than significant with mitigation incorporated, as summarized in **Table 4** below. With the RCV Parking Lot and the mitigation measures previously included in the Final EIR, impacts previously identified as significant would not be worsened, and no new significant or potentially significant impacts to the physical environment would occur. Accordingly, the analyses included herein support the County's conclusion, pursuant to *State CEQA Guidelines* Section 15164, that an Addendum is appropriate, and support a determination by the County that no subsequent EIR is required.

Table 4
Summary of Impacts – Final EIR Compared to
Impacts of the RCV Parking Lot

Impact	Level of Significance Final EIR	Level of Significance RCV Parking Lot
Aesthetics		
Adverse effect on scenic vistas.	<i>Less than significant impact with mitigation.</i> No designated scenic highways, corridors and no recognized scenic vistas. Vantages within the Campus offer views of downtown and the San Gabriel Mountains – mitigation provided to protect views, as appropriate.	<i>Less than significant impact with mitigation.</i> No buildings would be constructed that could object views.
Damage to scenic resources.	<i>Significant and unavoidable impact.</i> Demolition of Women's and Children's Hospital, an historic resource, is considered significant. Photo documentation required but does not reduce impact.	<i>Significant and unavoidable impact.</i> This impact has already occurred in anticipation of the buildings proposed as part of the RCV Parking Lot.
Degrade visual quality.	<i>Less than significant impact with mitigation impact.</i> Temporary changes during construction, project elements appropriate to setting and scale.	<i>Less than significant impact with mitigation.</i> Project components would continue to be appropriate to the setting and scale.

Impact	Level of Significance Final EIR	Level of Significance RCV Parking Lot
New source of substantial light and glare.	<i>No impact.</i> Net contribution from the master Plan would be negligible.	<i>No impact.</i> Only minimal lighting would be required.
Agricultural and Forestry Resources		
Impacts to agricultural or forest resources on-site.	<i>No impact.</i> These issues were dismissed in the Final EIR Initial Study.	<i>No Impact.</i> There are no agricultural or forest resources in the project vicinity.
Air Quality		
Obstruct implementation of Air Quality Plan.	<i>Less than significant impact.</i> The project would be consistent with the City of Los Angeles general Plan and regional plans.	<i>Less than significant impact.</i> The project would continue to be consistent with applicable plans.
Air emissions during construction and operation – cumulative emissions and sensitive receptors.	<i>Potentially significant impact – construction; less than significant impact operation.</i> Construction activities could expose nearby sensitive land uses to substantial pollutant concentrations. PM10, and PM2.5 emissions could exceed local thresholds after mitigation. Regional emissions during construction and operation and localized emissions during operation would be less than significant.	<i>Potentially significant impact – construction; less than significant impact operation.</i> The RCV Parking Lot could result in similar construction and therefore would result similar emissions as compared to the 2014 Master Plan. Maximum emissions could still exceed localized PM10 and PM2.5 thresholds during construction.
Biological Resources		
Impact on habitat of protected species.	<i>Less than significant impact with mitigation.</i> There are no candidate, sensitive, or special-status animal or plant species on-site, with the exception of two California black walnut trees that do not represent a regionally significant population. The proposed Project could require the removal of palm trees or other potential roost sites for Western yellow bats. Mitigation would address this impact.	<i>Less than significant impact with mitigation.</i> The parking lot site has three vacant buildings and an area of grass that is regularly maintained and therefore does not contain protected biological resources. The RCV Parking Lot would not create any additional impacts.
Impacts to wetlands.	<i>No impact.</i> There are no wetlands on the site.	<i>No impact.</i> There are no wetlands on the site.
Interfere with movement of migratory species or wildlife corridors.	<i>Less than significant impact with mitigation.</i> Migratory birds have the potential to nest on the site in ornamental vegetation. Mitigation would address this impact.	<i>Less than significant impact with mitigation.</i> As noted above the parking lot has vacant buildings and an area of grass that is regularly mowed. Compliance with mitigation is still required for any adjacent impacts.
Conflict with local policies protection biological resources.	<i>Less than significant impact with mitigation.</i> Native oaks are present on the site; mitigation would address potential removal.	<i>Less than significant impact with mitigation.</i> As noted above the parking lot site does not contain significant biological resources. Compliance with mitigation is still required for any adjacent impacts.
Cultural Resources		
Impacts to historical resources (built environment).	<i>Significant and unavoidable impact.</i> Demolition of the Women's and Children's Hospital, which was determined eligible for the California Register, identified as a significant impact. Alterations to contributing features of General Hospital setting were also determined to be significant. The Final EIR also determined that impacts to other historical resources could be significant due to individual projects under the Master Plan and that impacts would depend on final plans.	<i>Significant and Unavoidable.</i> Three buildings would be demolished as part of the RCV Parking Lot. Two of the three structures to be demolished (Maximum Security Unit – also referred to as boys' max dormitory and former mess hall, more recently used for storage) were identified as contributing resources to the larger Central Juvenile Hall Campus which was determined potentially eligible as an historic district due to its

Impact	Level of Significance Final EIR	Level of Significance RCV Parking Lot
	Mitigation measures MM-CR-1 through MM-CR-7 were identified to reduce but not eliminate such impacts. Impacts to historical resources were identified as significant after implementation of mitigation measures.	association with juvenile detention during the period of 1912 to 1975. HABS/HAER-level documentation (MM-CR-6 as amended) would reduce the impact to <i>less than significant with mitigation</i> ; the eligibility of the potential historic district would not be impacted. Impacts to other resources on the Master Plan Campus would continue to be <i>significant</i> as described for the 2014 Master Plan.
Archaeological and Paleontological Resources and human remains impacts.	<i>Less than significant impact with mitigation.</i> Ground disturbing activities have the potential to impact buried resources and remains. Mitigation would address.	<i>Less than significant impact with mitigation.</i> Minimal grading and disturbance of soil on the site is anticipated. Some additional grading would be needed and mitigation would continue to be required as needed.
Energy		
Wasteful, inefficient or unnecessary energy consumption.	<i>Less than significant impact.</i> The Final EIR addressed energy under Utilities. As an essential use, hospital energy use would not be wasteful or inefficient. The 2014 Master Plan included energy-efficient project design features and plans for solar electric power, solar thermal and hot water, as well as ground- source heating for various facilities. These efforts, combined with compliance with Title 24's energy conservation standards for new construction would help to offset increases. SoCalGas has only projected supplies through 2030 and therefore availability of natural gas was identified as a significant impact with respect to utilities; however, this is not an impact related to inefficient or wasteful use of energy – see Utilities below.	<i>Less than significant impact.</i> The RCV Parking Lot continues to include green building measures as applicable to ensure efficient energy use, for example with respect to lighting.
Geology and Soils		
Expose people or structures to risks as a result of seismic hazards.	<i>Less than significant impact with mitigation.</i> The Campus is located in the vicinity of faults, and the area is susceptible to liquefaction. Mitigation measures would address site conditions.	<i>Less than significant impact with mitigation.</i> Similar impacts due to the same site conditions and compliance with existing regulations and required mitigation measures. (CEQA has been clarified to indicate that impacts of the environment on the project are not considered impacts under CEQA as long as the project does not exacerbate the condition.)
Loss of top soil, buildings located on unstable or expansive soils.	<i>Less than significant impact with mitigation.</i> Mitigation measures address geologic issues, stormwater and drainage and requires BMPs.	<i>Less than significant impact with mitigation.</i> The same mitigation would address impacts.
Paleontological Resources	See Cultural Resources above.	
Greenhouse Gas Emissions		
Generate GHG emissions that could impact the environment.	<i>Significant and unavoidable impact.</i> Estimated emissions of 37,281 MT which exceeds SCAQMD threshold of 3,000 MT. Mitigation measure would reduce emissions but not below a level of significance.	<i>Significant and unavoidable impact.</i> Emissions from the RCV Parking Lot project would continue to contribute to total emissions that could in total exceed the SCAQMD threshold.

Impact	Level of Significance Final EIR	Level of Significance RCV Parking Lot
Consistency with applicable plans related to GHG emissions.	<i>Less than significant impact with mitigation.</i> The Master Plan would be consistent with relevant policies and plans.	<i>Less than significant impact with mitigation.</i> The Master Plan would continue to be consistent with relevant policies and plans.
Hazards and Hazardous Materials		
Routine transport, upset conditions, handling of hazardous materials within ¼ mile of a school, contaminated site, interfere with emergency response.	<i>Less than significant impact with mitigation.</i> Construction and operation involve transport of hazardous materials, demolition and excavation could encounter contaminated materials (underground storage tanks, lead based paints, etc.) Bravo Medical Magnet High School and on-site children's center could be affected. Construction could impair access. Mitigation Measures address potential impacts.	<i>Less than significant impact with mitigation.</i> Compliance with existing regulations and mitigation measures would result in similar impacts to those identified in the Final EIR.
Hydrology and Water Quality		
Violate water quality standards, impact groundwater, alter drainage patterns, create runoff that exceeds capacity of stormwater drainage, substantially degrade groundwater.	<i>Less than significant impact with mitigation.</i> Stormwater runoff could impact water quality, mitigation measures would ensure adequate drainage and BMPs to address water quality and would require investigation of alternate water source for irrigation.	<i>Less than significant impact with mitigation.</i> The RCV Parking Lot would not result in substantial changes with respect to hydrology. New development (including the parking lot) would continue to be required to comply with mitigation measures identified in the Final EIR.
Impacted by seiche, tsunami.	<i>No impact.</i> There are no bodies of water nearby that could impact the site.	<i>No impact.</i> There are no bodies of water nearby that could impact the site.
Land Use and Planning		
Potential to divide a community and consistency with applicable plans.	<i>Less than significant impact.</i> Development of the Campus would be continuation of an existing use. The Project would be substantially consistent with applicable land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect.	<i>Less than significant impact.</i> The RCV Parking Lot would be substantially consistent with applicable plans and policies.
Mineral Resources		
Loss of mineral resources.	<i>No impact.</i> Since there are no mineral resources known to exist on the Campus. This issue was dismissed in the Final EIR Initial Study.	<i>No impact.</i> No mineral resources are known to exist in the vicinity of the Campus.
Noise		
Construction noise and vibration impacts to adjacent uses. Operational noise from interim helicopter stops.	<i>Significant and unavoidable impact – construction; less than significant impact with mitigation -- operation.</i> Based on anticipated construction equipment and distance to sensitive receptors on-site construction noise and vibration impacts would be significant. Mitigation would reduce but not eliminate the impacts. Mitigation would reduce noise from mechanical equipment to a less than significant level. Operational impacts could result from outdoor events; mitigation measures would reduce but not eliminate the impact. As a result of increased vehicle trips operational noise would increase but by a less than significant amount.	<i>Significant and unavoidable impact – construction; less than significant impact with mitigation -- operation.</i> Grading and paving activities would occur in a similar manner as described in the Final EIR. The Final EIR evaluated construction noise impacts at similar distances to sensitive receptors as could be impacted with the RCV Parking Lot and therefore impacts would be similar. Operational impacts would also continue to be similar to those evaluated in the Final EIR.

Impact	Level of Significance Final EIR	Level of Significance RCV Parking Lot
Located near an airport.	<i>Less than significant impact.</i> Aircraft operations associated with the two on-site helipads are not expected to change significantly as a result of the project and noise impacts would be less-than-significant.	<i>Less than significant impact.</i> The RCV Parking Lot would not affect heliport operations.
Population and Housing		
Induce substantial population growth.	<i>Less than significant impact.</i> Construction jobs are anticipated to draw from the local labor pool and not have a notable impact on housing demand. Operational employment would be consistent with local and regional forecasts.	<i>Less than significant impact.</i> The RCV Parking Lot would create construction jobs. Impacts would continue to be similar to those described in the Final EIR.
Displace housing or people.	<i>No impact.</i> There are no housing units on Campus at present.	<i>No impact.</i> There are no housing units on Campus at present nor on the parking lot site.
Public Services		
Impact to emergency access, police services, library services and parks such that new facilities need be constructed.	<i>Less than significant impact with mitigation for emergency access.</i> Mitigation required to address impacts to police access during construction. Other impacts would be less than significant with no mitigation required.	<i>Less than significant impact with mitigation for emergency access.</i> The RCV Parking Lot could include similar construction activity and result in similar total development. Impacts would be similar to those analyzed in the Final EIR.
Recreation		
Impact to existing recreational facilities.	<i>Less than significant impact.</i> Project construction and operation would not create substantially increased use of existing parks and recreational facilities.	<i>Less than significant impact.</i> The RCV Parking Lot would include similar construction activity and result in less total development. Impacts would be similar to those analyzed in the Final EIR.
Require construction of new recreational facilities that would impact the environment.	<i>Significant and unavoidable impact – air quality and noise (see above).</i> The project would involve construction of recreational facilities throughout the Campus (walkways, open areas). As noted above construction would result in significant air and noise impacts; mitigation would reduce but not eliminate impacts.	<i>Significant and unavoidable impact – air quality and noise (see above).</i> The RCV Parking Lot does not include recreational areas; impacts would continue to be the same as those evaluated in the Final EIR.
Tribal Cultural Resources		
Result in a substantial adverse impact to a tribal cultural resource	<i>Less than significant impact with mitigation.</i> The Final EIR addressed impacts to Tribal Cultural Resources with archaeological resources under Cultural Resources above.	<i>Less than significant impact with mitigation.</i> See archaeological resource discussion above.
Transportation and Traffic		
Conflict with plan addressing circulation, including transit, bicycle and pedestrian facilities.	<i>Less than significant impact.</i> The 2014 Master Plan would facilitate all modes of transportation access to the Campus.	<i>Less than significant impact.</i> The RCV Parking Lot would not result in any additional vehicle trips and would not conflict with any plan addressing circulation.
Traffic impacts during construction and operation.	<i>Significant and unavoidable impact.</i> Project operation would significantly increase trips on local roadways. Mitigation to address delay at one intersection was identified.	<i>Significant and unavoidable impact.</i> Since the total building area would continue to be similar with the RCV Parking Lot, vehicle trips and associated miles travelled could also be similar; therefore, VMT impacts would be less or similar. The Campus is in close proximity to transit and therefore

Impact	Level of Significance Final EIR	Level of Significance RCV Parking Lot
		would have fewer VMT impacts than projects located further from transit. Conservatively, despite changes to CEQA to remove delay and levels of service as impacts under CEQA, traffic impacts of the LAC+USC Medical Center Master Plan as a whole continue to be identified as significant and unavoidable for the purposes of this addendum. The County has committed to continuing to implement the mitigation measures identified in the Final EIR.
Increase hazards due to geometric design.	<i>Less than significant impact.</i> Construction could require roadway restrictions; the mitigation requiring a traffic control plan would address this impact.	<i>Less than significant impact.</i> Construction could require roadway restrictions; the mitigation requiring a traffic control plan would continue to address this impact.
Result in inadequate emergency access.	<i>Less than significant impact with mitigation.</i> Construction could require roadway restrictions that could affect emergency access; the mitigation requiring a traffic control plan would address this impact.	<i>Less than significant impact with mitigation.</i> Construction could require roadway restrictions which could affect emergency access; the mitigation requiring a traffic control plan would continue to address this impact.
Utilities and Service Systems		
Impacts to wastewater treatment, storm water, electricity, solid waste and natural gas.	<i>Less than significant impact (wastewater treatment, stormwater, electricity and solid waste); significant (natural gas).</i> Based on developed area and compliance with existing regulations, the Final EIR concludes less than significant impacts to wastewater treatment, storm water, and solid waste. No impacts to electricity were identified. There remains uncertainty with respect to natural gas supplies post-2030 as SoCalGas does not forecast out beyond that time; therefore, availability of natural gas was identified as a potentially significant impact.	<i>Less than significant impact.</i> The RCV Parking Lot would result in similar construction and less developed area as compared to the 2014 Master Plan. Impacts would be similar to those identified in the 2014 FEIR.
Have sufficient water supplies available. (The Final EIR also addressed limited supplies of natural gas.)	<i>Potentially significant and unavoidable impact.</i> LADWP indicated that water was available for the Master Plan projects identified in the Final EIR. Mitigation requires further study of major post-2035 projects.	<i>Potentially significant and unavoidable impact.</i> The RCV Parking Lot projects would be within the assumptions of the Final EIR and water would be available. Mitigation would continue to require further study of major post-2035 projects. The County is moving away from use of natural gas and use of natural gas is expected to go down in the future.
Impacts with respect to wastewater capacity	<i>Potentially significant and unavoidable impact.</i> While local sewer lines may have capacity, the County has no control over sewer capacities and impacts to local sewer lines are considered potentially significant; mitigation requires additional gauging of sewer lines for projects that increase sewer flows and if no capacity is available the County is required to construct new lines to a point where capacity is available.	<i>Potentially significant and unavoidable impact.</i> The RCV Parking Lot would not substantially change impacts as compared to what was evaluated in the Final EIR.

Impact	Level of Significance Final EIR	Level of Significance RCV Parking Lot
Wildfire		
Impair emergency response, exacerbate risks, require installation of infrastructure, expose people or structures to risks including downslope flooding or landslides as a result of post-wildfire conditions	<i>No impact.</i> The Final EIR addressed fire protection in general in Public Services; the NOP/IS determined that the 2014 Master Plan would not result in impacts related to wildfire.	<i>No impact.</i> The Project Site is located far from wildland areas.

A. AESTHETICS

The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to aesthetics was evaluated in relation to the Final EIR analysis. Consistent with SB 743, aesthetics impacts do not apply to projects that are located in a Transit Priority Area (TPA) and are defined as set forth in Public Resources Code Section 21099. Per SB 743, aesthetic impacts for such projects are less than significant. The Medical Center Campus is located within a TPA; nonetheless, as a provider of emergency services, access to parking for use by automobiles is essential.

(a) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to substantial adverse effects on a scenic vista?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR identifies no designated scenic highways, corridors, or parkways within the project viewshed, and no recognized scenic vistas were identified within the community; only informal views were identified in which views of the Old General Hospital Building, the Downtown skyline, and local foothill and mountain ridgelines are visible. Informal views from some locations on the Medical Center Campus may be obstructed by new buildings; however, no designated scenic vista or views would be obstructed or affected. New low-rise buildings would be added to the Campus, consistent in scale and massing with existing buildings; new street trees, and extensive new park-like landscaped spaces would also be added

in areas that are now paved and occupied by infrastructure. The 2014 Master Plan resulted in a less than significant impact with respect to scenic vistas.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The 2-acre parking lot site is shielded from view by an approximately 15-foot-tall wall that is proposed to remain, with the exception of a new entry/exit through the wall. Impacts of the RCV Parking Lot would be similar to those of the 2014 Master Plan and would be less than significant.

Conclusion

There would be no new or substantially greater impacts than those identified in the Final EIR and no changes to or additional mitigation is required.

(b) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR indicates that the project area is not located within the vicinity of a designated State Scenic Highway (California Scenic Highways Mapping System). During construction, most of the mature trees and the architectural/historical resources on the Medical Center Campus would be preserved as part of the project. The Women's and Children's Hospital was identified as a historic resource and aesthetically noteworthy because of its architectural design. The 2014 Master Plan included demolition of this building. Mitigation measure MM-CR-3 (see discussion for V. 2014 EIR Impact Determination for Cultural Resources

below) addresses impacts to scenic resources, but demolition of the Women's and Children's Hospital building, and potentially other historic buildings, was identified to remain a significant and unavoidable visual impact of the 2014 Master Plan.

RCV Parking Lot

Construction and Operation

Conditions have not changed with respect to state-designated scenic highways. The Women's and Children's Hospital has been demolished, and a significant impact has occurred. The parking lot site is behind an approximately 15-foot-tall wall and not visible to the public from off-site locations. Removal of the three small buildings and the grassy area would not substantially change scenic resources.

Conclusion

There would be no new or greater impacts than those identified in the Final EIR, and no changes to or additional mitigation are required.

(c) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to: In non-urbanized areas, substantially degrading 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). In an urbanized area, project conflict with applicable zoning and other regulations governing scenic quality?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR identifies the visual setting of the project area as characterized by a range from low to high visual quality, providing an often-flexible urban design context for new development features. Temporary construction activities would not result in significant changes to visual character, nor would these result in a significant overall reduction in visual quality. New buildings in the 2014 Master Plan were described as generally compatible in architectural form, finishes, and scale with existing buildings. The 2014 Master Plan preserved most of the significant architectural/historical resources within the Campus, while adding

extensive new landscape elements to create an inviting park-like setting for Campus staff and visitors. Impacts on public views were identified as less than significant. Nonetheless, mitigation measure MM-AES-1 was identified to protect elements of moderately high visual quality in the community, such as vantages within the Medical Center Campus that offer views of downtown Los Angeles and the San Gabriel Mountains, as appropriate.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. Construction activities would be similar to those evaluated in the Final EIR. As the parking lot site and buildings to be removed are not visible because of the enclosing wall, construction equipment would generally not be visible to the public. The RCV Parking Lot would continue to have less-than-significant impacts with respect to visual character and quality of public views.

The RCV Parking Lot would not substantially degrade the visual character or quality of the site or its surroundings because of height, bulk, pattern, scale, character, and other features; impacts would continue to be less than significant. Mitigation measure MM-AES-1 would continue to be required to further reduce impacts.

Conclusion

The RCV Parking Lot would not substantially change the aesthetic character of the area as compared to what was evaluated in the Final EIR. Impacts with respect to visual character and quality would be less than significant and similar to those of the 2014 Master Plan, and no changes to or additional mitigation are required.

(d) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR describes both the Medical Center Campus and the surrounding area as in a fully urbanized setting in which there are numerous existing sources of light and glare. These include existing Campus health services buildings and commercial buildings along adjoining streets. The net contribution of project construction activities, when considered in addition to existing sources of light and glare, would be negligible; and no significant project construction impacts related to light, glare, and shadow would occur. The 2014 Master Plan would introduce new buildings and parking areas and new shielded outdoor lighting features that would not significantly alter ambient illumination light levels or result in significant spill light impacts on surrounding land uses. All project lighting features would be installed in accordance with applicable regulations designed to promote energy efficiency, avoid spill light and glare, and preserve nighttime sky viewing. In addition, project elements would be designed to be compatible with the design character of the setting in which they are being proposed and would receive non-highly reflective finishes and colors. Therefore, the 2014 Master Plan was determined to have a less than significant impact on light and glare.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The lighting needed during demolition and paving for the RCV Parking Lot could generate a similar amount of minor light spillover in the vicinity of the Campus as compared to the 2014 Master Plan and would not substantially change lighting conditions in the vicinity of the Campus. Any construction-

related nighttime illumination would be used for safety and security purposes only, would be in specific locations within the site, and would not be experienced by any sensitive, off-site receptors for a long duration. Construction lighting would be limited and directed onto specific locations within construction sites to avoid affecting on-site medical patients and neighboring sensitive uses.

Any off-site construction activities that may be necessary to address infrastructure improvements would be the same as for the 2014 Master Plan, would be limited, and would occur during daylight hours. Construction lighting would not adversely affect off-site sensitive receptors. Therefore, artificial light impacts associated with construction of the RCV Parking Lot would be less than significant. As with the 2014 Master Plan, construction activities for the RCV Parking Lot would not result in flat, shiny surfaces that would reflect sunlight or cause glare. As such, construction glare impacts would be the same, less than significant.

Similar to the 2014 Master Plan, the RCV Parking Lot has the potential to introduce new point source lighting, including security and wayfinding lights, and possibly landscape lighting. Emergency service locations would continue to be interior to the LAC+USC Medical Center Campus and shielded from adjacent residential neighborhoods. The same type of security lighting and landscape lighting would be used for the RCV Parking Lot as the 2014 Master Plan and would be similar to the existing lighting. Therefore, the RCV Parking Lot would not be expected to substantially increase ambient light or cause light spill onto adjacent light-sensitive receptors, and impacts would be less than significant, the same as the 2014 Master Plan. Similar to the 2014 Master Plan, the RCV Parking Lot would not generate substantial glare from reflected sunlight, and glare impacts would be less than significant, the same as the 2014 Master Plan.

Conclusion

Impacts of the RCV Parking Lot with respect to light and glare would be less than significant, the same as those of the 2014 Master Plan, and no changes to or additional mitigation are required.

B. AGRICULTURAL AND FORESTRY RESOURCES

The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to agricultural and forestry resources compared to the Final EIR was evaluated in relation to five questions recommended for consideration by the *State CEQA Guidelines*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to any of the following:		
(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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Project Site is not located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the 2014 Master Plan would not convert such farmland to nonagricultural use. Since the 2014 Master Plan would impact farmland conversion impact, it would also not contribute to a cumulative farmland conversion impact. No further analysis was warranted for the Final EIR.

The Project Site is not under a Williamson Act contract (California Department of Conservation, 2008), nor is it zoned or designated for agricultural use. The Project Site is in the midst of a developed area with no nearby agricultural land. The 2014 Master Plan had no potential to convert farmland, conflict with agricultural zoning, or lead to other changes in the existing environment that could lead to farmland conversion. Since the 2014 Master Plan had no impact with regard to conflicts with existing land zoned for agricultural use, there was no potential to contribute to a cumulative impact on agriculturally zoned land. No further analysis was warranted in the Final EIR.

The Campus is not zoned as forestland, timberland, or timberland zoned Timberland Production. The Campus is developed and does not contain forestland or timberland. Therefore, the 2014 Master Plan had no potential to conflict with existing zoning or cause rezoning of forest or timberland, no potential to affect forestland or timberland, and no potential for a contribution to a cumulative impact with regard to conversion of forestland or timberland. No further analysis was warranted in the EIR.

The Campus is not located on or near forestland. Therefore, the 2014 Master Plan had no potential to result in the loss or conversion of forestland and would also not contribute to a cumulative impact with regard to forestland conversion. No further analysis was warranted in the Final EIR.

The 2014 Master Plan had no potential to convert farmland or forestland and would not have the potential to result in a secondary impact with regard to farmland or forestland conversion, and therefore no potential to contribute to a cumulative farmland or forestland conversion impact. No further analysis was warranted in the Final EIR.

RCV Parking Lot

Construction and Operation

The land uses on the Medical Center Campus and surrounding area have not changed since the Final EIR. Neither the LAC+USC Medical Center Campus nor the Central Juvenile Hall Campus are located on designated farmland or forest land. The RCV Parking Lot would not convert farmland or forest land, nor would it conflict with existing zoning for agricultural or forestry uses or a Williamson Contract.

Conclusion

As under the 2014 Master Plan, the RCV Parking Lot would have no impacts with respect to agricultural and forest resources and no mitigation would be required.

C. AIR QUALITY

Air quality impacts of the RCV Parking Lot were evaluated with regard to the Final EIR. The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to air quality was evaluated in relation to four questions recommended for consideration by the *State CEQA Guidelines*.

(a) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to conflict with or the potential to obstruct implementation of the applicable air quality plan?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The 2014 Master Plan was determined to be consistent with the City's general plan and the goals of SCAG's RTP/SCS (see Section 3.9, Land Use/ Planning of the Final EIR for more discussion). The 2014 Master Plan was considered consistent with the governing land use document, which is the City of Los Angeles General Plan. Pursuant to SCAQMD guidelines, the 2014 Master Plan was therefore determined to be consistent with the region's AQMP. As such, project-related emissions were accounted for in the AQMP, which was crafted to bring the Basin into attainment status for all nonattainment pollutants and precursors thereof. Accordingly, the 2014 Master Plan was determined not to conflict with or obstruct implementation of the applicable air quality plan. This impact was considered less than significant.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. With the RCV Parking Lot, the Medical Center Campus and associated parking lot would continue to be consistent with the growth projections in the City's General Plan and the most recent (2024) RTP/SCS, and thus consistent with the growth projections in the most recent AQMP (2022). The RCV

Parking Lot would continue to be supportive of RTP/SCS policies and the AQMP Transportation Control Measures related to reducing vehicle trips and increasing density near public transit. Because the RCV Parking Lot would be consistent with the growth projections in the AQMP and would be supportive of relevant policies and Transportation Control Measures aimed at reducing vehicle trips, the RCV Parking Lot would have similar impacts related to consistency with the AQMP as the 2014 Master Plan, which would be less than significant.

Conclusion

Impacts of the RCV Parking Lot related to consistency with the AQMP would be similar to those of the 2014 Master Plan as described in the Final EIR; no changes to or additional mitigation is required.

(b) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region air basin is non-attainment under an applicable federal or state ambient air quality standard?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

The Los Angeles County portion of the South Coast Air Basin is designated nonattainment for the National Ambient Air Quality Standards for ozone and particulate matter less than 2.5 micrometers (PM_{2.5}) and designated nonattainment for the California Ambient Air Quality Standards for ozone, nitrogen dioxide, particulate matter less than 10 micrometers (PM₁₀), and PM_{2.5}.

2014 Master Plan

Construction

During construction, maximum daily project-related criteria pollutant emissions were identified as exceeding SCAQMD regional construction-period thresholds for VOC and NO_x. Mitigation measure MM-AQ-1, which would require low-VOC coatings beyond SCAQMD requirements for non-residential uses, would reduce VOC emissions. Mitigation measures MM-AQ-2 and MM-AQ-3, which would require a cleaner construction equipment fleet (EPA Tier 4 engines when available) and diesel-reduction measures, would reduce NO_x and PM emissions from vehicle exhaust. Implementation of Mitigation Measures AQ-

1 through AQ-3 would reduce emissions during project construction to below SCAQMD thresholds. Impacts were considered less than significant with mitigation incorporated.

Operation

During operation, maximum daily project-related criteria pollutant emissions over existing conditions were not expected to exceed SCAQMD operations-period thresholds for any pollutant. Similarly, maximum daily project-related criteria pollutant emissions over future no-project conditions are not expected to exceed SCAQMD operations-period thresholds for any pollutant. Consequently, the impact of operations-related emissions from the 2014 Master Plan was considered less than significant.

RCV Parking Lot

Construction

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would not increase building area on the Medical Center Campus, and maximum daily emissions from construction of the RCV Parking Lot would not exceed the thresholds for any criteria pollutants. While brief construction overlap with other nearby construction projects may be possible, the relatively small amount of demolition and paving activity associated with the parking lot and the conservative nature of the previous analysis mean that total emissions would be well within previous estimates. The RCV Parking Lot would also comply with required mitigation measures MM-AQ-1 through MM-AQ-3, which, as determined in the Final EIR, would ensure construction emissions would not exceed thresholds of significance. Therefore, the RCV Parking Lot would not result in a cumulatively considerable net increase of a criteria pollutant. Consequently, construction impacts would be less than significant, the same as under the 2014 Master Plan.

Operation

The RCV Parking Lot would not increase building area as compared to that analyzed in the Final EIR and therefore would result in similar building energy consumption and similar motor vehicle trips. Therefore, emissions from operation of the RCV Parking Lot would be similar to those of the 2014 Master Plan and would not exceed the thresholds of significance for any criteria pollutant. Therefore, the RCV Parking Lot operational impacts would be less than significant.

Conclusion

Total criteria pollutant emissions associated with the RCV Parking Lot would be similar to those evaluated for the 2014 Master Plan and would be less than significant, and no changes to or additional mitigation are required.

(c) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the potential to expose sensitive receptors to substantial pollutant concentrations?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

Sensitive land uses in proximity to the parking lot site (sensitive receptors) include residential uses located about 250 feet north of the site across N. Mission Road.

2014 Master Plan

Construction

Construction of the 2014 Master Plan facilities and improvements alone was not anticipated to result in an elevated health risk to exposed persons because of the short-term nature of construction-related diesel exposure.

Based on localized analysis that conservatively assumed maximum daily construction activities would be concentrated in a one-acre area near offsite receptor locations, localized emissions during construction were calculated as exceeding the applicable Localized Significance Thresholds (LSTs) for NOX, PM10, and PM2.5 before mitigation. Measures MM-AQ-1 through MM-AQ-3 would mitigate localized construction impacts; however, potential emissions of PM2.5 and PM10 during construction would remain significant after mitigation.

Operation

During operation, localized emissions would not exceed LSTs for the project area relative to both existing and future no-project conditions. Operations impacts would be less than significant.

Long-term operations were anticipated to increase building square footage, which was anticipated to increase the use of existing and/or introduce new permitted sources on-site. Despite the increased use,

health risks associated with the 2014 Master Plan buildout were expected to remain below SCAQMD thresholds. Therefore, impacts related to potential project-generated exposure to toxic air contaminants (TACs) on surrounding land uses were identified as less than significant.

With respect to CO hot spots at nearby intersections, implementation of the 2014 Master Plan was anticipated to create congested conditions at various intersections near the Project Site, but was not expected to result in violations of the state or federal 1- or 8-hour CO standards at the three most congested and heavily-trafficked intersections within the project vicinity. Consequently, the Final EIR determined that the 2014 Master Plan did not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of CO NAAQS. The impact of traffic from the project on ambient CO levels was considered less than significant. No mitigation was required.

RCV Parking Lot

Construction

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The demolition, grading, and paving activities for the RCV Parking Lot would be similar to those of the 2014 Master Plan. Maximum localized emission concentrations during construction activities would be less than anticipated for the total 2014 Master Plan. Given the size of the parking lot site and distance to sensitive receptors, it is anticipated that emissions from the RCV Parking Lot alone would be less than significant, but construction on the Medical Center Campus would continue to have the potential to exceed localized thresholds in the vicinity of the Campus.

Operation

The RCV Parking Lot would not change operational emissions for the Medical Center Campus as a whole, since parking use alone does not generate trips, and a parking lot uses minimal electricity. As for the 2014 Master Plan, localized operational emissions for sensitive receptors would not exceed the localized thresholds for NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, with respect to localized operational emissions, impacts of the RCV Parking Lot would be less than significant, the same as those of the 2014 Master Plan.

The RCV Parking Lot would generally have the same uses and activities as the 2014 Master Plan. The same emissions of air toxics would result from maintenance activities and other permitted sources. As for the 2014 Master Plan, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts

in conjunction with operation of the parking lot. There would be no additional potential long-term operational impacts associated with the release of TACs from the RCV Parking Lot, and impacts would continue to be less than significant.

The traffic generated under the RCV Parking Lot would be similar to that generated under the 2014 Master Plan (parking does not generate vehicle trips), and associated air quality impacts would also be generally the same. Therefore, the RCV Parking Lot would not cause or contribute to the formation of CO hotspots, and CO concentrations at nearby intersections would remain well below the ambient air quality standards, the same as under the 2014 Master Plan.

Conclusion

Emissions associated with the RCV Parking Lot would be similar to those evaluated for the 2014 Master Plan. Localized impacts and impacts on sensitive receptors could remain significant during construction for the Master Plan as a whole; impacts would be less than significant for operation and no changes to, or additional mitigation is required.

(d) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to other emissions such as those leading to odors adversely affecting a substantial number of people?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction

Odors resulting from construction of the 2014 Master Plan facilities and improvements were not identified as likely to affect a substantial number of people because construction activities usually do not emit offensive odors. Given mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors. As such, potential impacts during short-term construction were identified as less than significant.

Operation

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding, none of which were proposed under the 2014 Master Plan. The project does not include any uses identified by SCAQMD as being typically associated with objectionable or nuisance odors. Waste collection areas and disposal for the 2014 Master Plan would be covered and situated away from the property line and sensitive off-site uses. Medical waste would be properly sealed and stored in accordance with applicable rules to ensure that no objectionable medical waste-related odors would be created. The Final EIR did not identify any impacts from nuisance odors. Therefore, potential odor impacts of the 2014 Master Plan were identified as less than significant.

RCV Parking Lot

Construction

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would include demolition, grading and paving similar to other such activities anticipated under the 2014 Master Plan. The RCV Parking Lot would not create or introduce objectionable odors affecting a substantial number of people. Therefore, impacts related to construction odors would be the same as those of the 2014 Master Plan; impacts would be less than significant.

Operation

The RCV Parking Lot would include generally the same operational uses as the 2014 Master Plan and would not create or introduce objectionable odors affecting a substantial number of people. Therefore, impacts related to operational odors would be the same as those of the 2014 Master Plan; impacts would be less than significant.

Conclusion

The RCV Parking Lot would have similar emissions, including odor emissions, as compared to the 2014 Master Plan, and impacts would continue to be less than significant, and no changes to or additional mitigation are required.

D. BIOLOGICAL RESOURCES

The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to biological resources than analyzed in the Final EIR was evaluated in relation to six questions recommended for consideration by the *State CEQA Guidelines*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(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 Wildlife or U.S. Fish and Wildlife Service (USFWS)? (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (c) Have a substantial adverse effect on 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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

Sensitive and Special Status Species

The Final EIR indicates there to be some limited potential for several bat species, all considered California Species of Concern, to occur on the Medical Center Campus due to some limited foraging and roost potential. Though the likelihood is low, there is potential for roosting Western yellow bats to be present in palm trees on the Project Site. If individual development projects require the removal of palm trees or other potential roost sites, a potentially significant impact on CDFW species of concern could occur. Implementation of MM-BIO-1 was identified to ensure that the potential impacts of construction activities on roosting bats would be reduced to a less than significant level.

The Final EIR identified no candidate, sensitive, or special-status animal or plant species on the Campus, with the exception of two California black walnut trees, which were considered not to provide native

habitat and to not represent a regionally significant population and therefore removal of which (if it were to occur) was considered a less than significant impact.

Operational activities on the Campus, which would not differ significantly from current activities, were not expected to result in significant impacts on bat species that may roost on the Project Site. Therefore, construction and operation of the facilities and buildings proposed under the 2014 Master Plan were not identified as having an adverse impact on any candidate, sensitive, or special-status animal or plant species. Impacts associated with the buildout of the 2014 Master Plan were considered less than significant.

Riparian Areas and Wetlands

The Campus is fully developed and does not contain areas with a riparian 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 impacts to wetlands or natural communities would occur, and these issues were not carried forward for further analysis in the 2014 EIR.

Individual construction projects are required to obtain and comply with a General Construction Permit through the State Water Resources Control Board. This permit and associated NPDES requirements include development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), with associated monitoring and reporting. Stormwater best management practices (BMPs) would be required to control erosion, minimize sedimentation, and control stormwater runoff water quality during construction activities. Additional source-control BMPs are also required to prevent runoff contamination by potentially hazardous materials and eliminate non-stormwater discharges. Thus, no impacts to wetlands would occur.

Wildlife Movement

The Campus is located in an urban setting and is not considered to be critical to wildlife movement; there is no natural habitat on-site. Therefore, construction and operational activities proposed under the 2014 Master Plan were not considered to pose substantial barriers or other impediments to wildlife movement. Impacts were identified as less than significant.

Bird species that are protected under the Migratory Birds Treaty Act (MBTA) have the potential to nest in the ornamental vegetation on the Campus. Some bird species that are protected by the MBTA may also nest on existing buildings. Removal of vegetation and the demolition of buildings during construction could result in direct impacts on nests that are protected under the MBTA. Also, high noise levels and dust from construction activity could cause indirect impacts on nests and cause failure. Implementation of MM-BIO-1 and MM-BIO-2 was identified to ensure that the potential impacts of construction activities on

nesting birds that are protected under the MBTA and California Fish and Game Codes would be reduced to a less than significant level.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The parking lot site includes three vacant buildings and a maintained grassy area. There is no new suitable habitat for candidate, sensitive, or special-status species since the Final EIR. Impacts of the RCV Parking Lot on candidate, sensitive, or special-status species would be the same as the 2014 Master Plan and less than significant, because of the lack of suitable habitat. While there are no trees to be removed on the parking lot site, Mitigation Measure MM-BIO-1 and MM-BIO-2 would continue to apply to the Master Plan as a whole. Therefore, there would be no change in the impacts related to migratory birds; impacts would continue to be less than significant with implementation of mitigation.

Since the Final EIR was certified, no wetlands, riparian habitat, or other sensitive natural community has been established on or in the vicinity of the site, including on the parking lot site. The RCV Parking Lot would have no impacts related to riparian habitats or other sensitive natural communities identified in local or regional plans, policies, or regulations or by CDFW or USFWS during construction or operation.

Conclusion

Impacts to biological resources would be the same for the RCV Parking Lot as evaluated for the 2014 Master Plan in the Final EIR, and no changes to or additional mitigation are required.

(e) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

Construction of the 2014 Master Plan facilities and structures was identified to result in potential damage to or removal of vegetation on the Project Site, including native oak trees that have been planted in ornamental areas. While coast live oak trees are not considered special-status plant species, these trees are protected under the Los Angeles County Oak Tree Ordinance. Protected trees include native oaks that measure 8 inches or more in diameter or oaks with multiple trunks, with a combined diameter of 12 inches or more for the largest two trunks measured 4.5 feet above the natural grade. Potential damage to or removal of oak trees that are protected by the Los Angeles County Oak Tree Ordinance would have a significant impact. Implementation of MM-BIO-3 would ensure that potential oak tree removal and resulting replanting per the County's tree protection ordinance would result in less than significant impacts. Operation of facilities and buildings proposed under the Master Plan, including routine maintenance and pruning of ornamental vegetation and trees, was not expected to result in significant impacts.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. No major land use changes have occurred on the Medical Center Campus or the surrounding area. The parking lot site is occupied by three small vacant buildings and a regularly maintained grassy area; no biological resources exist on the site. Any landscape plan incorporated into the RCV Parking Lot would be similar to landscaping anticipated under the 2014 Master Plan. Therefore, like the 2014 Master Plan, the RCV Parking Lot would not conflict with local policies or ordinances protecting biological resources during construction or operation.

Conclusion

Impacts related to local policies or ordinances protecting biological resources would be the same for the RCV Parking Lot as evaluated for the 2014 Master Plan in the Final EIR, and no changes to or additional mitigation are required.

(f) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Medical Center Campus and its surroundings are not in or near an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Final EIR determined that implementation of the 2014 Master Plan would not conflict with any such plans and no impacts would occur during construction or operation.

RCV Parking Lot

Construction and Operation

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been adopted covering the Medical Center Campus or adjacent areas. Therefore, the RCV Parking Lot would not conflict with any such plans, and no impacts would occur during construction or operation, the same as for the 2014 Master Plan.

Conclusion

Impacts related to adopted habitat plans and natural community conservation plans would be the same for the RCV Parking Lot as evaluated for the 2014 Master Plan in the Final EIR, and no changes to or additional mitigation are required.

E. CULTURAL RESOURCES

The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to cultural resources was evaluated in relation to the Final EIR, required mitigation measures, and three questions recommended for consideration by the *State CEQA Guidelines*. The Final EIR did not separately address Tribal Cultural Resources (TCRs); TCRs are part of the evaluation of archeological resources.

(a) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to causing a substantial adverse change in the significance of a historical resource as defined in §15064.5?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The 2014 EIR determined that the Master Plan would result in an unavoidable significant adverse impact on historical resources due to the demolition of the Women's and Children's Hospital building, which was determined eligible for listing in the California Register of Historical Resources. MM-CR-2 included photo-documentation of the Women's and Children's Hospital to address the impact, but impacts remained significant.

The Final EIR also determined that impacts to other historical resources due to individual projects under the Master Plan could be significant but would vary, depending on final plans. Mitigation measures MM-CR-1 through MM-CR-7 were identified to reduce but not eliminate impacts. However, the determination as to the extent of impacts and the level to which they can be mitigated was identified as depending on development of final project plans and the extent of potential alterations to the historical resources on the Campus. Impacts were considered to be significant after implementation of mitigation measures.

RCV Parking Lot

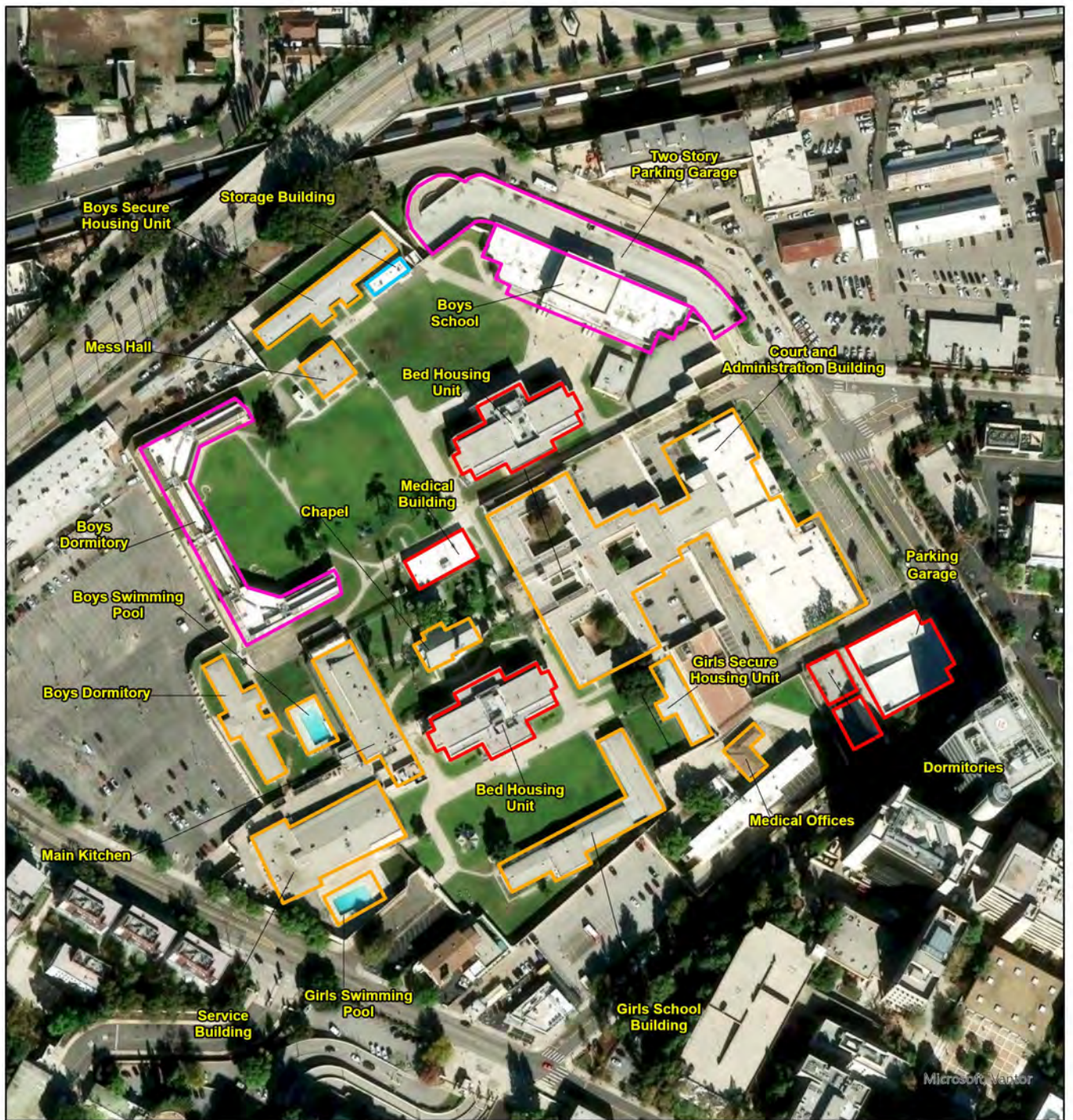
Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities on the Medical Center Campus; the parking lot is proposed on a 2-acre area

immediately north of the area evaluated in the Final EIR, on a portion of the Central Juvenile Hall Campus; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot project would require the demolition of three vacant buildings located on the Central Juvenile Hall Campus: Boys Maximum Security Unit – also referred to herein as the boys’ max dormitory, the former mess hall more recently used for storage, and a former storage building more recently used as a game room. In accordance with Master Plan Mitigation Measure CR-6, because the buildings are more than 50 years old, a historical evaluation was conducted. The historical evaluation was undertaken for the purpose of determining if the buildings qualify as historical resources under *State CEQA Guidelines* Section 15064.5(b) (Determining the Significance of Impacts to Archeological and Historical Resources). See **Appendix A, Historic Resource Analysis**; the findings of the historic analysis are summarized below.

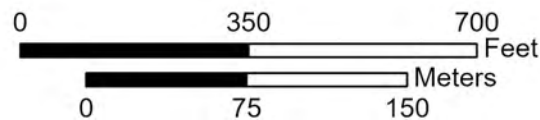
Due to of the associations and reflections of the important theme Social History, the analysis identified that the Los Angeles County Central Juvenile Hall Campus includes a potentially eligible historic district under County Criterion A.1 for its association with events that have made a significant contribution to the broad patterns of the history of the State, County, and community. The Juvenile Hall Campus also appears eligible under the California Register of Historic Resources (CRHR) Criterion 1 for its association with the evolving nature of the criminal justice system and, in particular, improvements in juvenile detention. In that way, the Central Juvenile Hall Campus has made a significant contribution to the broad patterns of California's history and cultural heritage and therefore meets the definition of an historical resource pursuant to *State CEQA Guidelines* Section 15064.5.

The former boys’ max dormitory, a simple, utilitarian, one-story, approximately 11,800-square-foot, white- and yellow-painted-brick building, constructed in the 1950s, was determined to be a contributing resource to the potential historic district. The approximately 4,900-square-foot, single-story, utilitarian former mess hall/storage room, also constructed in the 1950s, was also determined to be a contributing resource to the potential historic district. Both the boys’ max dormitory and the former mess hall/storage were determined not to be individually eligible for the California Register. **Figure 9, Central Juvenile Hall Campus Aerial Map with Building Ages**, shows the date and location of each of the existing buildings on the Central Juvenile Hall Campus.



Year Built:

- 1920s
- 1940s
- 1950-1960s
- 1970s
- 1990-2000s



1:3,000



SOURCE: ASM Affiliates, 2026.

FIGURE 9

The other building to be demolished (single-story, approximately 2,310-square-foot former storage/game room) was determined not to be a contributing feature (or an individual resource) due to its lack of integrity as a result of changes over time.

The potential historic district itself was not evaluated in detail. While the two buildings that retain integrity represent contributing resources to the potentially eligible historic district, consistent with the 2014 Final EIR, the County will conduct HABS/HAER-level documentation as the appropriate means of documenting the loss of these structures and adjacent features that would be impacted (the approximately 15-foot surrounding wall where a new entry/exit would be located, the green area, and pathways). Because these structures were determined not to be individually eligible for the California Register of Historical Resources, HABS/HAER documentation (Mitigation Measure MM-CR-6 as amended) would reduce impacts to a less than significant level. With HABS/HAER documentation, the loss of these structures would not affect the eligibility of the potential County Central Juvenile Hall Historic District, and the impact of the RCV Parking Lot project on historical resources would be less than significant.

After demolition is complete, the Los Angeles Juvenile Hall Campus would not be materially impaired, and it would remain potentially eligible as a County of Los Angeles Historic District and a CRHR historic district pursuant to *State CEQA Guidelines* Section 15064.5(b).

As the County proceeds with reviewing future uses of the Central Juvenile Hall Campus, consistent with County policy and the requirements of CEQA, further review and documentation of the potentially eligible Historic District (to confirm the findings, determine the exact boundary and define contributing resources) and/or individual structures will be undertaken as appropriate prior to alterations to or demolition of buildings over 50-years in age that could be individually eligible resources and/or contributing resources to an historic district. Impacts to other resources on the Medical Center Campus would continue to be significant as described for the 2014 Master Plan.

The RCV Parking Lot would not affect other areas of the Medical Center Campus (or the Juvenile Hall Campus) and therefore impacts to other resources would remain significant as identified in the Final EIR.

Conclusion

Impacts to historical resources for the RCV Parking Lot would be less than significant with mitigation; impacts for the LAC+USC Medical Center campus would continue to be as evaluated for the 2014 Master Plan in the 2014 FEIR (significant and unavoidable). Mitigation measure MM-CR-6 is expanded and clarified (to add HAB/HAER documentation for structures found to be contributors to an historic district or potential historic district).

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		
(c) Disturb any human remains, including those interred outside of formal cemeteries?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

The Final EIR describes the Medical Center Campus as within a highly urbanized area and has been subject to physical disruption over since it was first developed. For this reason, it is likely that any resources that may have been present on the property have been disturbed or removed. Nonetheless, previously undiscovered buried archaeological resources could still exist on the property. No known traditional burial sites or cemeteries have been identified on the property.

Construction and Operation

Surface disturbances over the past 130 years have probably destroyed intact archaeological resources. Therefore, there is a low likelihood of encountering prehistoric and historical archaeological resources. Nonetheless, the possibility remains that structural demolition and grading and excavation for new foundations and access routes, could affect unknown buried archaeological resources. Construction impacts on archaeological resources, if any were to be found, was expected to be reduced to a less than significant level with implementation of mitigation measure MM-CR-8. Operation of the Master Plan would not affect archaeological resources.

The Medical Center Campus is not located in an area that contains formal or known informal cemeteries. Should human remains be uncovered during construction, mitigation plans would require construction to halt in the area of discovery, the area to be protected, and no further disturbance to occur, as specified by State Health and Safety Code Section 7050.5. Impacts on human remains, if any, are expected to be reduced to a level of less than significant with implementation of mitigation measure MM-CR-10.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would include the same type of ground-disturbing activities as the 2014 Master Plan, although the exact location and extent may vary. As for the 2014 Master Plan, the possible presence of unknown archaeological resources would result in the same potential for significant impacts to archaeological resources (including Tribal Cultural Resources) and would be subject to the same regulations and mitigation measures, MM-CR-8 and MM-CR-10, which would reduce these impacts to a less- than-significant level, the same as for the 2014 Master Plan.

Conclusion

Impacts to archeological resources (including Tribal Cultural Resources) would be the same for the RCV Parking Lot as evaluated for the 2014 Master Plan in the Final EIR, and no changes to or additional mitigation are required.

F. ENERGY

The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to energy was evaluated in relation to the Final EIR, required mitigation measures, and two questions recommended for consideration by the *State CEQA Guidelines*. The Final EIR did not separately address energy; energy considerations were evaluated in connection with greenhouse Gas Emissions and Utilities.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(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 or energy efficiency?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR addressed energy under Utilities. As an essential use, hospital energy use would not be wasteful or inefficient. The 2014 Master Plan included energy-efficient project design features and plans for solar electric power, solar thermal and hot water, as well as ground- source heating for various facilities. These efforts, combined with compliance with Title 24's energy conservation standards for new construction would help to offset increases. SoCalGas has only projected supplies through 2030, and therefore, availability of natural gas was identified as a significant impact with respect to utilities; however, this is not an impact related to inefficient or wasteful use of energy. See the **Utilities** section below.

RCV Parking Lot

Construction

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated

planning effort. The RCV Parking Lot would comply with or exceed any applicable provisions of the Title 24 Building Standards Code and the California Green Building Standards.

The RCV Parking Lot would also use contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Therefore, the RCV Parking Lot would also meet or exceed the required level of waste recycling and reuse rate for construction and demolition debris. Therefore, as with the 2014 Master Plan, the RCV Parking Lot would not result in the wasteful, inefficient, and unnecessary consumption of energy and would not preempt future energy conservation. As a result, impacts related to construction energy use with the RCV Parking Lot would be the same or less than those of the 2014 Master Plan and would be less than significant.

Operation

Operation of the RCV Parking Lot would utilize energy in the same way as the 2014 Master Plan, for necessary on-site activities and off-site transportation associated with Medical Center Campus employees, patients, and visitors traveling to and from the site. Just as with the 2014 Master Plan, the amount of energy used would not represent a substantial fraction of the available energy supply in terms of equipment and transportation fuels. Overall, the RCV Parking Lot would replace aging facilities and infrastructure with new ones, providing considerably higher efficiency in terms of energy demands. The RCV Parking Lot would continue to meet or exceed the applicable provisions of Title 24 and the California Green Building Standards. The RCV Parking Lot would not increase the overall intensity of land uses. As a result, impacts would be the same as those of the 2014 Master Plan, less than significant.

Conclusion

Impacts with respect to wasteful use of energy and consistency with applicable renewable energy and/or energy efficiency plans for the RCV Parking Lot would be similar to the 2014 Master Plan and would be less than significant, and no changes to or additional mitigation are required.

G. GEOLOGY AND SOILS

Impacts with respect to geology and soils of the RCV Parking Lot were evaluated with regard to the Final EIR and required mitigation measures. The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to geology and soils was evaluated in relation to six questions recommended for consideration by the *State CEQA Guidelines*. In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District (CBIA v. BAAQMD)* held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on the environment, which may include future residents and users within the Project Area. Analysis of the Appendix G questions takes into account the decision from *CBIA v. BAAQMD*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(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 Division of Mines and Geology 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) Being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed RCV Parking Lot, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater? (f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

Seismic Hazards

The Medical Center Campus is not transected by known active or potentially active faults. The active Upper Elysian Park blind thrust fault is located approximately 0.4 miles north of the approximate center of the Campus, the active Raymond fault is located approximately 4.2 miles north of the approximate center of the Campus, and the active Hollywood fault is located approximately 4.3 miles northwest of the approximate center of the Campus. Therefore, the potential for surface rupture is relatively low. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible, a potentially significant impact. Implementation of mitigation measure MM-GEO-1 would reduce potential fault rupture hazards to a less-than-significant level.

Because development would be located within a seismically active region, the potential exists for seismic ground shaking. However, the level of ground shaking at a given location depends on many factors, including the size and type of earthquake, the distance from the earthquake, and subsurface geologic conditions. The type of construction also affects how particular structures and improvements perform during ground shaking. The potential levels of ground shaking at the Project Site could result in significant impacts on future improvements. However, development would be required to adhere to all applicable seismic design requirements and guidelines. Additionally, implementation of structural design mitigation (MM-GEO-1) was required, and the Final EIR indicates that impacts related to seismic ground shaking would be reduced to a less-than-significant level.

According to the preliminary geotechnical evaluation prepared for the 2014 Master Plan, the western portion of the Medical Center Campus is located within an area that is considered susceptible to liquefaction. Other areas of the site that are not indicated on the state map as susceptible could also be subject to liquefaction. Liquefaction and its associated manifestations could cause damage to future project improvements if not mitigated during detailed project design, a potentially significant impact. The potentially damaging and significant effects of liquefaction include differential settlement, loss of ground support for foundations, ground cracking, heaving, and cracking of pavement due to sand boiling, and the buckling of deep foundations due to liquefaction-induced ground settlement. The Final EIR indicates that mitigation measure MM-GEO-1 would reduce the potentially significant liquefaction hazards to a less-than-significant level.

The potential for future landslides or mudflows to affect developments within the Medical Center Campus is relatively low. Significant impacts related to landslides or mudflows within the Medical Center Campus

are not anticipated. Slopes created for future developments within the project area would be designed to reduce the potential for landslides or mudflows. The Final EIR identified this impact as less than significant impact.

Soil Erosion

The Final EIR indicates that construction of the 2014 Master Plan facilities and improvements could result in ground surface disruption, including disruptions from grading and excavation activities. Such activities could result in erosion at the Project Site during construction. However, construction projects that result in ground disturbance of 1 acre or more must apply for a Stormwater General Permit under the National Pollutant Discharge Elimination System (NPDES). All construction is required to follow best management practices (BMPs) as indicated in MM-GEO-2, to prevent erosion that might move off-site, as required under the Stormwater Pollution Prevention Plan (SWPPP) for compliance with State Water Resources Control Board NPDES Construction General Permit 2009-0009. In accordance with existing regulations, the SWPPP would be prepared to identify BMPs that would be implemented to prevent construction area runoff and sediment from entering the storm drain system. Implementation of BMPs would ensure that sediment would be confined to the construction area and not transported off-site. As a result, the impacts of the 2014 Master Plan were identified as less than significant. During long-term operation of developments and improvements on the Campus, provisions for surface drainage and incorporation of appropriate BMPs (filtration, runoff-minimizing landscaping for common areas, energy dissipaters, inlet trash racks, and water quality inlets) would reduce the potential for soil erosion at the site. Additionally, stormwater and low impact development (LID) features (i.e., bioretention and wetland/detention areas) were anticipated to also minimize runoff and the potential for soil erosion. Therefore, operational impacts were identified as less than significant.

Soil Conditions

Mapped areas of subsidence were not determined in the City or County of Los Angeles reference materials. The County of Los Angeles General Plan Safety Element includes goals and policies addressing the introduction or expansion of developments in areas known to have geologic hazards. Therefore, the potential for subsidence on the Project Site is relatively low. This was considered a less-than- significant impact.

Given the reported depth of groundwater in the project area and the anticipated depth of construction activities, groundwater was identified as having the potential to have a significant impact on excavations for future project improvements. Wet or saturated soil encountered in excavations can cause instability and present a constraint to the construction of foundations. Structural design and mitigation techniques reduce

impacts related to liquefaction. Therefore, liquefaction impacts were considered less than significant with mitigation.

Because of the presence of potentially compressible/collapsible soils at the site, the potential exists for differential settlement to cause damage to project improvements. The potential impacts of settlement would be considered significant without appropriate mitigation implemented during detailed project design and construction. Mitigation (MM-GEO-1), including removal of compressible/collapsible soils and replacement with compacted fill, would reduce potential impacts to less-than-significant.

The near-surface soils at the Project Site are composed predominantly of sandy, coarse-grained materials. These soils typically have a low expansion potential. However, clayey soils may be present in areas that were not observed. If construction activities occur on soils that are known to be potentially expansive, the impact on proposed future improvements could be significant. The Final EIR indicates that implementation of mitigation (MM-GEO-1) would reduce potential impacts from expansive soils to a less than significant level.

Use of Septic Tanks

The Medical Center Campus is in an urbanized area with wastewater infrastructure already in place. The 2014 Master Plan facilities were anticipated to connect to existing off-site City of Los Angeles infrastructure and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impacts with respect to septic systems were identified.

Paleontological Resources

(The Final EIR addressed Paleontological Resources under Cultural Resources.) Although the extent of construction impacts was identified to vary, depending on final plans, and would need to be analyzed in detail to determine what level of monitoring, if any, would be required, the Final EIR indicates that paleontological resources could be encountered during construction activities should excavation extend more than 6 feet below the original ground surface in Quaternary sediments or occur in the Puente Formation. Therefore, a Paleontological Mitigation Plan was recommended. The plan would provide procedures that would ensure that any adverse effects on paleontological resources would be mitigated. Impacts on paleontological resources, if any were to be found, were identified to be reduced to a less than significant level with implementation of mitigation measure MM-CR-9. Operation of the LAC+USC Medical Center Campus under the proposed Master Plan would not affect historical, archaeological, or paleontological resources.

RCV Parking Lot

Construction and Operation

Seismic Hazards and Soil Conditions

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. Potential impacts related to ground rupture, earth shaking, and liquefiable or unstable soils are impacts of the environment on the project; the project would not exacerbate this impact. Mitigation measures MM-GEO-1 and MM-GEO-2 would continue to be implemented – they are generally required by existing regulations.

There are no slopes on the RCV Parking lot site that could result in the potential for landslides and mudflows. Therefore, the impacts related to landslides and mudflows for the RCV Parking Lot would be less than significant, the same as for the 2014 Master Plan.

Soil Erosion

The RCV Parking Lot would be required to comply with the County NPDES permit and implement the SWPPP for erosion control. It would also implement BMPs to address water- and wind-related erosion and would include relatively gentle slopes. Therefore, like the 2014 Master Plan, potential soil erosion impacts during construction would be less than significant. BMPs related to ongoing drainage design and maintenance practices would also be included in the SWPPP and implemented to reduce soil erosion during operation of the RCV Parking Lot. The design of the RCV Parking Lot would also address soil erosion through appropriate surface drainage design. It would also comply with the County's LID ordinance. Therefore, impacts would be the same as those of the 2014 Master Plan; impacts related to soil erosion and loss of soil would be less than significant.

Use of Septic Tanks

It is not anticipated that the parking lot would generate wastewater and, therefore, would not connect to the sewer system. The Medical Center Campus as a whole would continue to connect to the existing sewer system and would have no impact related to septic tanks and alternative waste disposal systems.

Paleontological Resources

Construction of the parking lot is not anticipated to require substantial subsurface disturbance; the overall Master Plan would continue to result in potentially significant impacts on paleontological resources and would be subject to the same mitigation measure (MM-CR10), which would reduce these impacts to a less-than-significant level.

Conclusion

Impacts related to seismic activity, soil conditions, slopes, and erosion would be less than or similar to those for the RCV Parking Lot as evaluated for the 2014 Master Plan in the Final EIR, and no changes to or additional mitigation are required.

H. GREENHOUSE GAS EMISSIONS

Greenhouse gas emissions associated with the RCV Parking Lot were evaluated based on a review of the Final EIR. The potential for the RCV Parking Lot to result in new significant impacts related to greenhouse gas emissions was evaluated in relation to two questions recommended for consideration by the *State CEQA Guidelines*.

Under CEQA, project evaluation of GHG emissions can “tier off” a programmatic analysis of GHG emissions, such as Los Angeles County’s CAP, which meets the *State CEQA Guidelines* Section 15183.5 requirements for a qualifying programmatic analysis. The County has also adopted Title 31 of the County’s Code of Ordinances (the Los Angeles County Green Building Code), which adopts by reference the CALGreen Code except as modified by Title 31. In addition, the County of Los Angeles General Plan provides recommendations for emission reduction strategies for GHG emissions. As such, if a project is designed in accordance with these policies and regulations, it would result in a less-than-significant impact because it would be consistent with the overarching local and regional plans and regulations for reducing GHG emissions.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

Emissions

Long-term operation of 2014 Master Plan facilities was anticipated to result in GHG emissions from fuel combustion (i.e., from on-road motor vehicles traveling to and from the Campus); natural gas, electricity, and water consumption; and wastewater and solid waste generation. Total annual GHG emissions due to the 2014 Master Plan was calculated as exceeding the 3,000 MT CO₂e threshold, resulting in a significant

impact prior to mitigation. Anticipated buildout under the 2014 Master Plan was calculated to be 37,281 MT. In addition to implementation of MM-GHG-1 and project-specific design features, actions undertaken by the state and local governments will further reduce project-related GHGs in the future. Nonetheless, net project GHG emissions would continue to exceed the South Coast Air Quality Management District (SCAQMD) 3,000 MT significance threshold after incorporation of mitigation measures. As such, this impact was considered significant and unavoidable.

Plans and Policies

By adopting all feasible project design and mitigation measures (MM-GHG-1) to reduce GHG emissions, the 2014 Master Plan was determined to be consistent with and not frustrate any AB 32 Scoping Plan measures, nor was it determined to be inconsistent in any way with the AB 32 goal of reducing state-wide GHG emissions to 1990 levels by the year 2020. As such, the 2014 Master Plan was determined not to conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The impact was considered less than significant with mitigation measure MM-GHG-1 incorporated.

RCV Parking Lot

Construction and Operation

Emissions

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. Total emissions for the Medical Center Campus as a whole, including the RCV Parking Lot, would continue to exceed the SCAQMD 3,000 MT threshold and therefore total emissions would be similar to the 2014 Master Plan and conservatively considered significant.

Plans and Policies

The RCV Parking Lot's demolition, grading, and paving emissions would be within those evaluated in the Final EIR and would be consistent with CAP GHG reduction strategies as applicable. As a result, the RCV Parking Lot would not conflict with the achievement of the County's GHG emissions reduction target. The net annual operational GHG emissions would be similar to the 2014 Master Plan. The RCV Parking Lot would be consistent with applicable CAP measures and RTP/SCS policies aimed at reducing GHG

emissions, which would minimize the increase in GHG emissions that would otherwise occur without implementation of the various sustainability, energy efficiency, water efficiency, solid waste, and transportation reduction measures. The RCV Parking Lot would not conflict with the County's ability to achieve the CAP target reduction and would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Mitigation measure (MM-GHG-1) would continue to be implemented as applicable to reduce GHG emissions.

Conclusion

Impacts related to GHG emissions would not change substantially under the RCV Parking Lot. Impacts related to GHG emissions are still considered to remain significant. Impacts related to plans and policies would be less than significant and no changes to or additional mitigation is required.

I. HAZARDS AND HAZARDOUS MATERIALS

Hazards and hazardous materials of the RCV Parking Lot were evaluated based on a review of the Final EIR. The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts related to hazards and hazardous materials was evaluated in relation to seven questions recommended for consideration by the *State CEQA Guidelines*. Hazardous waste can pose a potential or substantial hazard to human health or the environment when improperly managed. Designated hazardous waste possesses at least one of four defined characteristics—ignitability, corrosivity, reactivity, or toxicity—or appears on special U.S. Environmental Protection Agency lists.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(a) Creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (b) Creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (c) Emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (d) Being 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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

Routine Transport

The Final EIR evaluates construction, which involves the routine transport, use, and disposal of hazardous materials such as solvents, paints, oils, grease, and caulking. Given that 2014 Master Plan facilities would be required to comply with applicable regulations, such as the RCRA, Department of Transportation Hazardous Materials Regulations, and local CUPA regulations, and given the small amounts of hazardous materials that would be used during the construction phase, the Final EIR determined that the 2014 Master Plan would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Accidents and Release of Hazardous Materials and Contaminated Site

Site buildings designated for demolition may contain asbestos-containing materials (ACM) and lead-based paint (LBP), both of which are considered potential environmental concerns (PECs). The presence of thermal system insulation (TSI), which is in fair condition within the tunnel located between General Hospital and the pharmacy, is also a PEC. Additionally, indications of Underground Storage Tanks (USTs) were observed during site reconnaissance near the General Hospital, Central Plant (East), Central Plant (West), and the Women's and Children's Hospital. The presence of USTs at the site was identified as a PEC. Monitoring wells, indicating groundwater contaminated with petroleum hydrocarbons, were observed north of General Hospital in an area with a known open remediation process. This is indicative of a PEC.

Clarifiers were observed at the site south of the telephone exchange, within Central Plant (East), north of Central Plant (West), and east of the medical examiner's building. Clarifiers at the site are indicative of a PEC. A list of elevators, including their type of mechanical operation (i.e., hydro, traction, gearless), was provided. Hydraulic oil used in hydro elevators was indicative of a PEC.

Two gas stations were determined to have formerly occupied the southeast portion of the Medical Center Campus during historical document review. The presence of gas stations indicates the potential for releases from USTs, which represents a PEC.

Construction activities could result in exposure of construction personnel to hazardous wastes that may be encountered or disturbed during construction. Implementation of mitigation measures MM-HAZ-1 through MM-HAZ-3 was identified and determined to reduce the potential construction impacts related to hazardous wastes to a less-than-significant level.

The Final EIR indicates that compliance with federal, state, and local regulations, in combination with construction BMPs implemented as part of a Stormwater Pollution Prevention Plan, would ensure that operational impacts related to routine transport, use, or disposal of hazardous waste would be less than significant. The Final EIR indicates that implementation of MM-HAZ-1 through MM-HAZ-3 would ensure that all hazardous materials would be used, stored, and disposed of properly, which would minimize potential impacts related to hazardous materials releases. Furthermore, any accidental spills of materials considered hazardous would be confined immediately, with the materials removed and disposed of in accordance with all applicable safety regulations and disposal methods.

Operation of future facilities and buildings on the Medical Center Campus over the 2014 Master Plan span of 25 years could result in the use of solvents, cleaning agents, paints, pesticides, diesel, petroleum fuels, and batteries. These products would be used in small amounts, and any spills that may occur would be limited in scope and cleaned up soon after the occurrence.

Additionally, all hazardous materials would be handled in accordance with all applicable rules and regulations. Biomedical wastes would be handled and transported for disposal during operation of future facilities. Current safety protocols for such materials at the Medical Center Campus would be carried forward into the operation of future facilities, and the risk due to the release of biomedical wastes into the environment would be minimal. Therefore, operation of Master Plan facilities was determined to result in a less-than- significant impact related to hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

The PECs identified for the Medical Center Campus generally do not pose a significant hazard to the occupants of existing buildings unless the sites are disturbed during construction and hazardous materials are released into the environment. Therefore, operation of future facilities was not expected to result in significant increased hazards to the public or the environment due to the proximity of those facilities to existing PECs and hazardous materials sites.

Hazardous Emissions Near Schools

The Final EIR determined that impacts due to exposure to or disturbance of hazardous materials or wastes would generally be limited to the Campus. Furthermore, any hazardous waste being hauled to and from the Medical Center Campus would have to be secured and contained to prevent its release, in accordance with existing federal and state regulations for the hauling of such waste. Given this fact, and because development under the 2014 Master Plan would comply with all applicable regulations, impacts on nearby schools were determined to be less than significant. Additionally, implementation of mitigation measures MM-HAZ-1 through MM-HAZ 3 was determined to ensure that no adverse impacts on nearby schools would occur. Operation of Master Plan facilities could result in the use of solvents, cleaning agents, paints, pesticides, diesel, petroleum fuels, and batteries. Although the Medical Center Campus boundary is within 0.25 miles of the Bravo Medical Magnet High School, hazardous materials would generally be used in small amounts, and any spills that may occur would be limited in scope and cleaned up soon after the occurrence. Additionally, it is expected that all hazardous materials would be handled in accordance with all applicable rules and regulations. Therefore, operation of the 2014 Master Plan was determined to result in a less-than-significant impact.

RCV Parking Lot

Construction

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan

as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The three buildings to be demolished could contain ACMs and LBP. Demolition, grading, and paving would result in the same potential impacts related to accidental upset and release of hazardous materials into the environment as evaluated in the Final EIR. The RCV Parking Lot would continue to be required to comply with applicable regulations and implement Mitigation Measures MM-HAZ-1 through MM-HAZ-3, which would reduce impacts to less-than-significant levels, just as they would for the 2014 Master Plan.

Operation

The RCV Parking Lot would not change storage, use, and disposal of limited quantities of hazardous materials and waste routinely used in hospitals and related facilities. The potential for upset and accident conditions resulting in the release of these materials is low, and related impacts are considered less than significant for the RCV Parking Lot, the same as for the 2014 Master Plan.

Conclusion

Impacts related to hazardous materials management, upsets and accidents, hazardous materials near schools and hazardous sites would be similar for the RCV Parking Lot as compared to those for the 2014 Master Plan as identified in the 2014 Final FEIR, and no changes to or additional mitigation are required.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(e) Being located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the Project Area? (f) Impairing implementation of or physically interfering 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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

Airport Proximity

The Medical Center Campus is not located within two miles of an airport; the nearest airport is the San Gabriel Valley (El Monte) Airport, more than 9 miles from the Campus.

Emergency Response Plans

The Final EIR determined that construction activities could temporarily impair and/or interfere with emergency response access in the vicinity of the Medical Center Campus because of possible lane closures, detours, and construction-related traffic. This impact would be a temporary but nonetheless potentially significant impact. However, the County would coordinate with local emergency response providers during construction to minimize potential traffic and access impacts and ensure continued emergency access to the Project Site and nearby properties (see mitigation measures MM-PS-1 and MM-TRAF-1). New buildings proposed under the 2014 Master Plan would be designed to conform to County of Los Angeles Fire Department standards for emergency ingress/egress and clearances, and the new buildings would be integrated into the existing emergency response plan and emergency evacuation plan for the site. The County of Los Angeles Fire Department reviews building plans to ensure conformance with these standards as part of the standard building plan approval process.

The Final EIR acknowledged that build-out of the 2014 Master Plan would increase traffic congestion around the Campus, and no significant impacts during project operation were identified because the Master Plan would allow for adequate access through and to the Project Site.

Wildfire

Wildfire-related issues are addressed under **Section T, Wildfire**, below.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated

planning effort. The nearest airports remain more than two miles away; the Medical Center Campus is more than 9 miles from the nearest airport, San Gabriel Valley (El Monte) Airport.

The RCV Parking Lot would use the same construction methods as anticipated under the 2014 Master Plan, and the same regulations would continue to apply. As with the 2014 Master Plan, the RCV Parking Lot would implement on-site provisions for public safety, including plans to address on-site emergency incidents, and would not adversely affect existing emergency access routes. During construction, adjacent streets could be temporarily affected due to construction activity, such as temporary lane closures, as with the 2014 Master Plan. Such occurrences would be implemented in accordance with a construction traffic management plan, as discussed in Section Q Transportation below. Because the RCV Parking Lot would include the same safety features and regulatory compliance as the 2014 Master Plan, it would also avoid the need to generate new emergency plans beyond those that would normally be implemented to address on-site emergency situations during construction. Therefore, the RCV Parking Lot would avoid adverse impacts regarding the implementation of existing emergency response plans or emergency evacuation plans. Operation of the RCV Parking Lot would similarly comply with applicable regulations and would not be expected to create a significant hazard to the public or environment, and impacts would be less than significant.

Implementation of the RCV Parking Lot would not adversely affect existing emergency response plans or emergency evacuation plans, just like the 2014 Master Plan. Impacts would be less than significant, the same as for the 2014 Master Plan.

Wildfire

Wildfire-related issues are discussed under **Section T, Wildfire**, below.

Conclusion

Impacts related to airport safety and emergency response plans would be similar for the RCV Parking Lot as compared to those for the 2014 Master Plan, as identified in the Final EIR, and no changes to or additional mitigation are required.

The potential for wildland fires is addressed in **Section T, Wildfire**, below.

J. HYDROLOGY AND WATER QUALITY

Hydrology and water quality impacts of the RCV Parking Lot were evaluated in relation to the Final EIR. The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts related to hydrology and water quality was evaluated in relation to five questions recommended for consideration by the *State CEQA Guidelines*. In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District (CBIA v. BAAQMD)* held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on the environment, which may include future residents and users within the Project Area. Analysis of the Appendix G questions in this impact analysis will apply to the decision from *CBIA v. BAAQMD*. The following analysis recaps the Final EIR; potential impacts of the environment on a project are evaluated in light of the *CBIA v. BAAQMD* decision.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(a) Violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		
(b) Substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

Water Quality Standards

As described in the Final EIR, construction-related activities could include the use of materials such as fuels, lubricating fluids, solvents, and other materials that could result in polluted runoff. However, the potential consequences of any spill or release of these types of materials would generally be small because of the localized, short-term nature of the releases. Furthermore, the NPDES Construction General Permit and Stormwater Pollution Prevention Plan (SWPPP) require measures regarding the handling of these types of materials and protocols for actions taken if a spill or release does occur (mitigation measure MM-HYD 1).

Therefore, impacts associated with these types of pollutants were determined to be less than significant with mitigation incorporated.

The Final EIR determined that once the 2014 Master Plan was operational, materials such as fuels or solvents may be stored on-site, similar to existing conditions. This was not anticipated to be a source of polluted stormwater runoff or dry-weather runoff. As under existing conditions, the Medical Center Campus would be required to continue to adhere to all applicable regulations.

Groundwater

The Final EIR indicates that any groundwater seepage encountered during construction would be mitigated, as needed, by constructing small drainage swales from the base of the excavations to temporary sump pits or stormwater/low impact development (LID) features on-site. Any discharges of groundwater during construction would be in compliance with applicable NPDES permit requirements. The 2014 Master Plan would also comply with all applicable federal, state, and local requirements concerning the handling, storage, and disposal of hazardous materials to reduce the potential for a release of contaminants into the groundwater as a result of project construction. Thus, construction activities would not degrade groundwater quality or interfere with recharge. Water use may temporarily increase to a limited extent during the construction phase. Therefore, construction-phase impacts would be less than significant.

Water use would increase during operation because of the increase in the number of persons who would use the LAC+USC Medical Center facilities and the increase in landscape maintenance. Although the 2014 Master Plan would increase indoor water demand at the site, it was determined not to lead to a significant increase in the demand for potable water for indoor use in the region. The 2014 Master Plan would increase the use of potable water and groundwater for irrigation. By incorporating reclaimed water, gray water, and harvested rainwater for irrigation, the increased demand for groundwater for irrigation could be reduced. For these reasons, water demand associated with the 2014 Master Plan was determined not to deplete groundwater supplies substantially. The Final EIR determined that the 2014 Master Plan would increase groundwater recharge and would not interfere substantially with recharge. Therefore, the impacts on groundwater supplies or recharge during operation were determined to be less than significant. Additionally, to further reduce potential impacts, irrigation water demand above existing irrigation demands would be met by alternative supply sources to the maximum extent possible, as included in MM HYD-3. Implementation of MM-HYD-4 would ensure that irrigation water demands above existing irrigation demands would be met by alternative supply sources to the maximum extent technically feasible.

RCV Parking Lot

Construction

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would use the same construction methods as the 2014 Master Plan, and construction activities could result in accidental spills or disposal of potentially harmful materials that could wash into and pollute surface waters or groundwater. These activities would expose soils for a limited time, allowing for possible erosion and sediments to enter into sheet flow runoff, which could enter the existing storm drain system untreated. The RCV Parking Lot would be required to obtain the same permits as the 2014 Master Plan. Compliance with these permits and requirements would prevent a substantial violation of water quality standards and minimize the potential for contributing additional sources of polluted runoff during construction, just as it would for the 2014 Master Plan.

As with the 2014 Master Plan, the existing regulations, programs, and policies would ensure that water- and wind-related erosion from the RCV Parking Lot construction would be confined to the construction area and not transported off-site. They would therefore ensure construction activities would not degrade the surface water quality of receiving waters to levels below standards considered acceptable by the Los Angeles RWQCB and/or other regulatory agencies or affect the beneficial uses of receiving waters. This would also result in no exceedance of water quality standards during construction of the RCV Parking Lot, including TMDL limits applicable to the Dominguez Channel, in the same way as the 2014 Master Plan.

The potential for any spill or release of construction-related chemicals during construction of the RCV Parking Lot would be the same as under the 2014 Master Plan, that is, generally small because of the localized, short-term nature of the releases. The same NPDES Construction General Permit and SWPPP measures required for the 2014 Master Plan would ensure that these types of materials would prevent a spill or release from the RCV Parking Lot. Therefore, the potential soil erosion and sedimentation impacts during construction of the RCV Parking Lot would be less than significant, just like the Final EIR determined for the 2014 Master Plan.

Operation

Operation of the RCV Parking Lot would be similar to conditions under the 2014 Master Plan. It would use the same landscaping strategies. While paving the parking lot would incrementally reduce pervious surfaces, the parking lot and Master Plan as a whole would incorporate LID measures and adhere to the

same regulations regarding runoff. Accordingly, operation of the RCV Parking Lot would not result in a violation of any water quality standards or waste discharge requirements, would not create substantial additional sources of polluted runoff, and would not substantially degrade water quality.

While the parking lot would not increase demand for water, the Master Plan as a whole would continue to increase water demand compared to existing conditions due to the intensified use of facilities, increased number of employees and patients, and greater amount of landscaping on the Campus. Demand for water would continue to be similar to that evaluated for the 2014 Master Plan. The same kind of code-compliant water fixtures and the same type of LID features would be included, and the same kind of drought-resistant and California native plants would continue to be used. The RCV Parking Lot would not require any substantial additional withdrawal of groundwater to meet water demand directly on site, the same as described for the 2014 Master Plan. Impacts would be less than significant for the RCV Parking Lot, just as they would be for the 2014 Master Plan.

Conclusion

Impacts related to water quality, waste discharge, and groundwater would be similar for the RCV Parking Lot as compared to those for the 2014 Master Plan as identified in the Final EIR, and no changes to or additional mitigation are required.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(c) Substantially altering 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 erosion or siltation on- or off-site?		
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		
(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?		
(iv) impede or redirect flood flows?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR determined that the 2014 Master Plan would not substantially alter the existing drainage pattern of the site or result in substantial erosion or siltation on- or off-site. Standard construction-phase BMPs would decrease the potential for any significant erosion or sedimentation from soil disturbance associated with construction of the project. In addition, standard construction practices related to erosion and sediment control would be required as part of the permitting process. Construction-related erosion and sedimentation impacts resulting from soil disturbance would be less than significant after implementation of the SWPPP (see mitigation measure MM-HYD 1) and the BMPs required to control erosion and sedimentation.

The 2014 Master Plan included drought-tolerant and California native plants within pervious areas of the Campus. Additionally, proposed stormwater and LID features (i.e., bioretention and wetland/detention areas) included vegetation. Although the lawn areas were limited in area, agricultural crops were to be encouraged, and a green roof was proposed for use as an urban farm. The use of plant species with high to moderate water needs, according to Water Use Classifications of Landscape Species III, was to be limited and restricted to similar water-use areas. Routine structural BMPs to be used as part of the 2014 Master Plan included filtration, runoff-minimizing landscaping for common areas, energy dissipaters, inlet trash racks, and water quality inlets. Therefore, long-term impacts on drainage patterns across the Project Site that could result in substantial erosion and siltation on- or off-site were determined to be less than significant after implementation of mitigation measure MM-HYD-1 and BMPs to control erosion and sedimentation.

The rate or amount of surface runoff resulting from project construction activities was determined to be similar to the amount under existing conditions. During construction, the pervious nature of the Medical Center Campus was not anticipated to be significantly altered. As such, the 2014 Master Plan was determined not to result in a substantial increase in the rate or amount of surface runoff or flooding on- or off-site. Impacts were determined to be less than significant. With the increased pervious (landscape) areas (increase from 5 percent pervious to 25 percent pervious on the Campus) and use of LID features, the amount of stormwater runoff via surface sheet flow and the storm drain system was anticipated to decrease as a result of the 2014 Master Plan. As such, the 2014 Master Plan would not result in a substantial increase in the rate or amount of surface runoff or result in flooding on- or off-site. Impacts were determined to be less than significant.

In addition to LID features, drainage from proposed site improvements included a new storm drain system that would be sized for stormwater runoff from the site. The on-site storm drain system would drain into detention/retention areas located at the approximate center of new development on the west Campus. These basins would discharge into the public storm drain systems. Peak flow rates and runoff volumes from the Medical Center Campus were anticipated to be the same or lower than existing rates/volumes and would not affect the capacity or hydraulic integrity of the existing public storm drain system. Peak flow rates and runoff volumes during construction were determined to be generally less than under existing conditions. This is because the existing site has 95 percent impervious cover. Stormwater drains into the storm drain system and receiving waters (i.e., Los Angeles River) directly from improved conveyance systems. The amount of impervious cover was determined not to increase during construction, and at various stages of construction, it would even be less than the existing amount. This was considered a less-than-significant impact.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would require minimal grading and would remove a central grassy area, thus decreasing permeable surfaces slightly in the area. However, the project is not anticipated to substantially impact the existing drainage pattern or result in substantial erosion or siltation. The same standard construction-phase BMPs for compliance with NPDES requirements, including a Construction General Permit and SWPPP, would decrease the potential for any significant erosion or sedimentation from soil disturbance associated with construction, so any erosion and sedimentation would be localized and temporary. With the implementation of these measures to control erosion and sedimentation, construction-related erosion and sedimentation impacts resulting from soil disturbance would be less than significant for the RCV Parking Lot, the same as for the 2014 Master Plan.

For each project component, the County is required to identify and implement appropriate LID compliance features and practices and structural BMPs. Therefore, RCV Parking Lot operations would have less-than-significant impacts related to erosion and sedimentation, the same as for the 2014 Master Plan.

As with the 2014 Master Plan, neither construction nor operations would substantially alter existing topography, affect the course of any streams or rivers, or increase surface runoff in a manner that would

result in flooding. Therefore, the impacts on existing drainage would be less than significant, the same as for the 2014 Master Plan.

Like the 2014 Master Plan, the RCV Parking Lot would increase the pervious area, include an integrated stormwater management approach, and implement County LID requirements, thereby minimizing the need to detain flows on site. The volumes of runoff discharge to the County's storm drain system following buildout of the RCV Parking Lot would be similar to or reduced compared to the 2014 Master Plan and the existing condition. Therefore, the impacts of the RCV Parking Lot related to stormwater capacity and quality would be the same as under the 2014 Master Plan, less than significant.

Conclusion

Impacts related to erosion and siltation, runoff and flooding, and stormwater capacity and quality would be similar for the RCV Parking Lot as compared to those for the 2014 Master Plan as identified in the Final EIR, and no changes to or additional mitigation are required.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?		
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The 2014 Master Plan would not result in impacts to housing or structures within flood zones, nor would it expose people or structures to a significant risk of loss, injury, or death involving flooding, as indicated in the NOP/IS for the 2014 EIR. No further discussion was warranted in the 2014 EIR.

The Medical Center Campus is not located within a potential inundation area resulting from a dam failure.

The Medical Center Campus is approximately 19 miles inland from the Pacific Ocean. It is not within a potential tsunami inundation area, seiche, or landslide/mudslide hazard zone. The Final EIR determined that no impact would occur during construction or operation.

With the increased pervious (landscape) areas (increase from 5 percent pervious to 25 percent pervious on the Campus) and use of LID features, the groundwater recharge under the 2014 Master Plan could increase, and significant impacts related to a water quality control plan and/or sustainable groundwater management plan were not anticipated.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. Because of the site location, the RCV Parking Lot would have no impacts with respect to flood hazard, tsunami, seiche, or associated risk of release of pollutants, the same as the 2014 Master Plan.

As with the 2014 Master Plan, the RCV Parking Lot would not directly affect groundwater resources, and indirect demands on local groundwater supplies would not exceed available supplies; the RCV Parking Lot also would comply with LID regulations and would not obstruct implementation of a water quality control plan or sustainable groundwater management plan, and therefore impacts would be less than significant.

Conclusion

Impacts with respect to flood hazards, tsunamis, seiches, and risk of release of pollutants and impacts associated with a water quality control plan would remain similar to those identified in the Final EIR, and no changes to or additional mitigation are required.

K. LAND USE AND PLANNING

Land use and planning impacts of the RCV Parking Lot were evaluated in light of the Final EIR. The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts related to land use and planning was evaluated in relation to two questions recommended for consideration by the *State CEQA Guidelines*.

(a) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the potential to physically divide an established community?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The 2014 Master Plan included development of new or renovation of existing office space for medical uses, retail space, open space, parking facilities, and possibly some workforce housing on the Campus. Although construction activities on the Medical Center Campus could result in off-site impacts, all proposed development and facilities that could occur under the 2014 Master Plan would be constructed within the existing boundaries of the Campus. No new structures were proposed that would result in the demolition of residential uses in the surrounding neighborhood or divide an established neighborhood. Therefore, the temporary land use construction impacts were determined to be less than significant. During operation, proposed facilities are medically related in nature and would be generally compatible with existing uses on the Medical Center Campus as well as land uses in the surrounding area. Additionally, proposed retail services, medically related services, and open spaces would benefit the surrounding community, especially nearby residential neighborhoods. No surrounding residential neighborhoods would be divided, and no off-site residential buildings would be displaced as a result of implementation of the proposed Master Plan. Therefore, the Final EIR determined that no significant impacts would occur related to dividing a community.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would occur on County-owned property immediately north of the planning area previously evaluated. The surface parking use would not divide a community, but would add to the LAC+USC Medical Center facility by adding contiguous land.

Conclusion

The RCV Parking Lot would not physically divide an established community and would result in no impact related to physical division of an established community, the same as the 2014 Master Plan, and no changes to or additional mitigation are required.

(b) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to causing 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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR indicates that buildout of the 2014 Master Plan would result in significant impacts to historical resources and traffic and consequently would conflict with some goals of the Northeast Community Plan (see Table 3.9-1 in the Final EIR). However, given that the Master Plan would be consistent with most local land use plan policies and because the Medical Center Campus is not subject to the city's land use regulations, the Final EIR determined that the 2014 Master Plan would not result in a significant land use impact due to conflicts with applicable land use plans, policies, or regulations.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would provide necessary parking for an essential facility land use consistent with the 2014 Master Plan and the existing conditions. It would also be consistent with the plans analyzed in the Final EIR.

Conclusion

There would be no change in the impacts related to consistency with applicable land use plans, policies, and regulations; impacts would continue to be less than significant, and no changes to or additional mitigation are required.

L. MINERAL RESOURCES

The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to mineral resources was evaluated in relation to the Final EIR and two questions recommended for consideration by the *State CEQA Guidelines*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR indicates that the Medical Center Campus is not located in the administrative boundaries of an oil field. One active oil well was identified near the south end of the Medical Center Campus along Marengo Street. The Medical Center Campus is not identified as a locally important mineral resource discovery site in local plans, including the conservation element of the general plan, specific plan, or other land use plan. As a consequence, no adverse impacts to mineral resources were identified in the Final EIR.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. There are no known mineral resources in the vicinity of the Project Site. The RCV Parking Lot would not be located in the immediate vicinity of the active oil well along Marengo Street; thus, no

adverse impacts on the existing oil well are anticipated. No other mineral resources are located in the immediate vicinity of the Medical Center Campus and proposed new facilities.

Conclusion

Impacts of the RCV Parking Lot would be the same as those of the 2014 Master Plan, with no impacts on mineral resources of value to the region and the residents of the state, and no mitigation is required.

M. NOISE

The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts related to noise was evaluated in relation to the Final EIR and three questions recommended for consideration by the *State CEQA Guidelines*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(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 applicable standards of other agencies?		
(b) Generation of excessive groundborne vibration or groundborne noise levels?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction

The Final EIR evaluated increased noise levels during the construction phase. The Medical Center Campus is located in close proximity to sensitive receptors both on the site and in the immediate vicinity. The nearest noise-sensitive land uses consist of medical uses on the site itself. Residential uses and a school, the Bravo Medical Magnet High School, are located within one-quarter mile of the Project Site. For construction of facilities that do not involve pile driving and are located toward the interior of the Project Site, the noise levels at off-site residential properties would be below the Lmax threshold of 75 dBA. However, for construction involving pile driving and/or that occurs close to the project boundaries that are in the vicinity of residences (such as homes across Marengo Street or on Sichel Street), maximum noise levels could exceed 75 dBA. In addition, construction of new onsite facilities would occur in close proximity to existing medical center buildings that house patients and would exceed 85 dBA at these locations. These would be significant impacts.

While mitigation measure MM-NOI-1 and adherence to applicable noise standards will reduce construction noise levels, they will not eliminate the predicted noise impacts entirely; therefore, construction noise impacts were considered significant and unavoidable.

Vibration

Heavy construction equipment has the potential to produce groundborne vibration levels that are perceptible to people in the surrounding area. Due to the proximity of proposed construction areas to both off-site and on-site sensitive receptors, it does not appear practical to avoid the operation of heavy construction equipment within 111 feet of these receptors; therefore, the impact would be significant. While MM-NOI-6 would reduce construction vibration levels, it would not eliminate the predicted impacts entirely; therefore, construction vibration impacts are considered significant and unavoidable.

Operation

Noise impacts from the parking lots and emergency vehicles associated with the 2014 Master Plan were determined to be less than significant.

The Final EIR indicates that noise generated by large, organized events would have the potential to increase ambient noise levels and exceed the applicable standards, especially during concerts or when other forms of amplified sound are used (public address systems, bullhorns, etc.), which was identified as a significant impact despite mitigation measure MM-NOI-5 that would reduce but not eliminate the impact.

Traffic as a result of the 2014 Master Plan would increase noise levels in the Medical Center Campus vicinity by less than 3 dB CNEL adjacent to all roadways. Therefore, the traffic noise impact was determined to be less than significant.

New on-site mechanical equipment has the potential to produce a substantial permanent increase in ambient noise levels at nearby off-site noise-sensitive receptors, which would be a potentially significant impact; Mitigation measure MM-NOI-4 would reduce this impact to a less than significant level.

The Final EIR evaluated the two existing helipads for the transportation of patients to the emergency room by air ambulance. One helipad on the rooftop of the medical center building and one on grade on the west portion of the Campus. Typical flight operations were summarized as follows: a helicopter lands on the rooftop helipad, and the flight staff takes the patient down the trauma elevators to the emergency room; after the patient and flight staff are in the hospital, the helicopter moves to the on-grade helistop to wait for the flight staff; flight staff departs the Emergency Department and walks to the on-grade helistop. On occasion, when there is already a helicopter on the roof, a patient is landed at the on-grade helipad, and an ambulance takes them to the Emergency Room. Based on data from 2010, there are an average of approximately 27 landings per month.

Under the 2014 Master Plan, the at-grade helipad would be located at an unidentified new location within the Campus. However, it was not anticipated that this change would lead to any increases in the overall number of landings at the site or to the typical flight paths utilized by incoming helicopters. In addition, individual landings and on-site helicopter movements are relatively short in duration. For these reasons, the long-term average noise levels generated by helicopters were expected to be relatively low compared to other existing noise sources and were not expected to change significantly as a result of the 2014 Master Plan. Therefore, the noise impact associated with the helipads was determined to be less than significant.

Vibration

Operation of the 2014 Master Plan would include typical commercial-grade stationary mechanical and electrical equipment, which would produce vibration. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the parking areas. Groundborne vibration generated at these sources would be similar to that of existing sources. Maximum potential vibration levels from all 2014 Master Plan operational sources at the closest off-site buildings would be up to 0.01 inch per second PPV and would be less than the significance threshold of 0.04 inch per second PPV for perceptibility. Therefore, the Final EIR determined that operational groundborne vibration impacts would be less than significant.

RCV Parking Lot

Construction

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. Demolition, grading, and paving activities of the RCV Parking Lot would require the use of the same type of mobile heavy equipment and methods in the same general locations with respect to proximity to sensitive receptors. Noise levels at sensitive receptors would be reduced as compared to such activities at other locations because of the intervening approximately 15-foot-tall wall. Implementation of mitigation measure MM-NOI-1 would further reduce construction noise associated with the 2026 Master Plan. While noise levels at sensitive receptors due to the construction of the proposed RCV Parking Lot site would be reduced compared to peak construction noise levels identified in the Final EIR, construction noise at other locations would continue as identified in the 2014 Master Plan, and subsequent revisions, and therefore, construction noise impacts are considered to continue to be significant and unavoidable.

Vibration

In the same way as the 2014 Master Plan, the RCV Parking Lot could include the use of heavy-duty construction equipment. Activities at the RCV Parking Lot site would not exceed vibration levels identified in the Final EIR, but activities at other locations could continue to exceed vibration standards as identified in the Final EIR. The RCV Parking Lot would also incorporate mitigation measure MM-NOI-6, described above for the 2014 Master Plan. While MM-NOI-6 would reduce construction vibration levels, it may not eliminate the predicted impacts entirely for the Medical Center Campus as a whole. Therefore, construction vibration impacts continue to be considered significant and unavoidable for the RCV Parking Lot, the same as determined in the Final EIR for the 2014 Master Plan.

Operation

Operational traffic for the RCV Parking Lot would be the same or less than anticipated for the 2014 Master Plan. Parking does not generate vehicle trips. The Final EIR determined that the increase in noise related to project-generated traffic would be less than 3 dBA, which would be the same for the RCV Parking Lot. Therefore, the RCV Parking Lot operational traffic noise impacts would be less than significant, the same as those for the 2014 Master Plan.

Helicopter operations would not be affected by the RCV Parking Lot, and impacts would continue to be less than significant as identified in the Final EIR.

There would remain the potential for organized events on the Medical Center Campus (although not on the RCV Parking Lot site), which would continue to have the potential to increase ambient noise levels; the impact would continue to be potentially significant despite mitigation measure NM-NOI-5 that would reduce but not eliminate the impact. The operation of mechanical equipment such as air conditioners, fans, and related equipment for the RCV Parking Lot (although not applicable to the parking lot site) would be the same as for the 2014 Master Plan, which may generate audible noise levels at the same levels as determined in the Final EIR.

Vibration

While no stationary mechanical and electrical equipment would be located on the parking lot, passenger vehicle circulation would be the same for the RCV Parking Lot as for the 2014 Master Plan. Like the 2014 Master Plan, vibrations generated from these sources would be similar to those of existing sources, with maximum potential vibration levels from all operational sources at the closest off-site buildings up to 0.01 inch per second PPV and would be less than the significance threshold of 0.04 inch per second PPV for

perceptibility. Therefore, as determined in the Final EIR, operational groundborne vibration impacts would continue to be less than significant.

Conclusion

Impacts related to noise and groundborne vibration would be similar for the RCV Parking Lot as those for the 2014 Master Plan, as identified in the Final EIR, and no changes to or additional mitigation are required.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The proposed Project is located more than 9 miles from the nearest airport, San Gabriel Valley (El Monte) Airport. Therefore, no noise impacts related to airport land use areas would occur, and further discussion was not needed in the Final EIR.

RCV Parking Lot

Construction, Operation, and Conclusion

The same as the 2014 Master Plan, the RCV Parking Lot would have no impacts related to private and public airport noise, the same as determined for the 2014 Master Plan in the NOP/IS.

N. POPULATION AND HOUSING

Population and housing impacts of the project were evaluated with regard to the Final EIR. The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts was evaluated in relation to two questions recommended for consideration by the *State CEQA Guidelines*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(a) Inducing 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) Displacing substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR indicates that the number of construction workers employed and working on-site would vary over the course of the construction period and over the lifetime of the 2014 Master Plan. The County has a large pool of construction labor from which to draw within commuting distance of the Project Site. Additionally, because of the highly specialized nature of most construction projects, workers are likely to be employed on the job site only for as long as their skills are needed to complete a particular phase of the construction process. For those reasons, it is reasonable to assume that most construction workers would not relocate their households to work on proposed Master Plan development and improvement projects. Therefore, construction activities would not induce substantial population growth. Impacts would be less than significant.

The 2014 Master Plan includes new and renovated facilities and was anticipated to result in a net increase in the square footage of medical office, retail, and other building space. Given the net increase in square footage, it was estimated that the 2014 Master Plan could generate a net increase of 2,416 employees through 2040. The 2014 Master Plan also included the development of on-Campus housing units to accommodate the biomedical research staff and temporary employees, thereby increasing the on-Campus residential population.

One of the guiding principles of the 2014 Master Plan was to maximize access to LAC+USC Medical Center facilities. Accordingly, the project was anticipated to attract additional visitors and consequently indirectly increase growth in the surrounding area. The increases in the employee population that could occur with anticipated development under the 2014 Master Plan would represent a relatively small percentage of the employment growth SCAG has projected in its regional and city forecasts. Additionally, the 2014 Master Plan does not include the extension of roads or other infrastructure improvements in undeveloped areas outside the boundaries of the Medical Center Campus that would indirectly induce substantial population growth in those areas. Therefore, growth impacts were determined to be less than significant.

All development and facilities under the 2014 Master Plan would be constructed within the existing boundaries of the Campus. There are no permanent housing units on Campus. Thus, no displacement of existing housing was anticipated as a result of anticipated development under the 2014 Master Plan.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would result in impacts similar to those anticipated for the 2014 Master Plan, with less-than-significant impacts related to the construction worker population. Therefore, the RCV Parking Lot would have the same less-than-significant impacts related to population growth during construction as determined in the Final EIR.

The RCV Parking Lot would have similar operational population growth and employment and economic opportunities as the 2014 Master Plan, and the impacts would be the same as determined in the Final EIR, less than significant. The RCV Parking Lot would have no impacts related to displacement of housing or people because no housing or population would be removed.

Conclusion

Impacts related to population and housing would be similar for the RCV Parking Lot as compared to those for the 2014 Master Plan, as identified in the Final EIR, and no changes to or additional mitigation are required.

O. PUBLIC SERVICES

Public Services impacts of the RCV Parking Lot were evaluated based on a review of the Final EIR, and one question (relevant to each public service) was recommended for consideration by the *State CEQA Guidelines*.

(a) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: (i) Fire protection? (ii) Police protection? (iii) Schools (iv) Parks (v) Other public facilities		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

FIRE AND EMERGENCY SERVICES

2014 Master Plan

Construction

The Final EIR indicates that the 2014 Master Plan development may result in intermittent access restrictions for emergency responders, including the Los Angeles Fire Department, Los Angeles Sheriff's Department, and the Los Angeles Police Department, during construction, a potentially significant impact. In order to ensure emergency access, traffic flow, and the emergency responders' ability to maintain adequate response times and other performance objectives, mitigation measure MM-PS-1 was required.

The Final EIR indicates that construction of the 2014 Master Plan would not result in the need for new or altered fire or police protection facilities. Therefore, the temporarily increased demand for these services during construction would have a less-than-significant impact.

Operation

The Final EIR indicates that the 2014 Master Plan would be generally consistent with current uses and development. As a result, the 2014 Master Plan would not require the construction of new or altered fire facilities at Station 2 or any of the stations in the area that serve the surrounding communities. As part of the standard project approval process, the County of Los Angeles Fire Department reviews and approves all project plans to ensure compliance with applicable fire codes and standards, including ingress/access requirements, thereby minimizing the risk of increased operational fire hazards. Though LAFD is the primary emergency responder to the LAC+USC Medical Center Campus, the plan check reviews are conducted by the County of Los Angeles Fire Department's Engineering Section.

Conclusion

Under the 2014 Master Plan, older vacant or underutilized buildings that pose an increased risk of fire hazard would be demolished. LAPD indicated that the 2014 Master Plan would not have a significant impact on police services in the Hollenbeck Area. As such, the 2014 Master Plan was not expected to require construction of new or altered facilities to maintain acceptable service ratios, response times, or other public facility performance objectives. Therefore, operational impacts on fire protection and police services were determined to be less than significant.

RCV Parking Lot

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would demolish three vacant buildings. The RCV Parking Lot would comply with County Code and LACFD requirements. Like the 2014 Master Plan, it would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing fire station to maintain service.

Construction

As indicated in the Final EIR, impacts of the RCV Parking Lot on emergency access and response times could still be significant. The RCV Parking Lot would implement mitigation measure MM-PF-1 to reduce this impact. With this measure, the construction-related impacts on fire and emergency services would be reduced to a less-than-significant level, the same as for the 2014 Master Plan.

Operation

The RCV Parking Lot would not change the net floor area as compared to what was previously evaluated in the Final EIR and 2017 and 2023 addenda. Impacts on emergency services would be similar to or less than those described for the 2014 Master Plan and would be less than significant with mitigation.

Conclusion

Impacts related to fire and emergency services for the RCV Parking Lot would be similar to or less than those for the 2014 Master Plan, as identified in the Final EIR and subsequent addenda; no changes to or additional mitigation are required.

SCHOOLS

2014 Master Plan

Construction and Operations

The Final EIR indicates that construction activities are not expected to result in the need for new or altered schools or school facilities to maintain acceptable personnel ratios or other performance and learning objectives, as construction employees are expected to draw from existing nearby communities. Construction impacts on educational facilities were identified as less than significant.

The Final EIR indicates that during operation, the 2014 Master Plan could result in an increase of 2,416 employees on the Campus. Given the campus' proximity to the freeway network and transit facilities, it's anticipated that these new employees would be dispersed over a wide geographic area within commuting distance of the Campus. Thus, the new households formed by these new employees are not likely to result in significant increases in student enrollment at any one school in the region. The indirect impact of these employees on student enrollment was not expected to result in new or altered schools or school facilities to maintain acceptable personnel ratios or other performance and learning objectives. Operational impacts on educational facilities were determined to be less than significant.

RCV Parking Lot

Construction, Operations, and Conclusion

Similar to the 2014 Master Plan, the RCV Parking Lot would not create a demand for schools that would require new or physically altered public schools. Therefore, there would be no change in the impacts related

to schools; impacts would be less than significant, the same as for the 2014 Master Plan, and no changes to or additional mitigation are required.

PARKS

2014 Master Plan

Construction

Construction workers have limited opportunities to use local parks during the workday. Therefore, the Final EIR indicates that anticipated that construction workers would not result in a significant increase in demand for local park facilities. Construction impacts would be less than significant.

Operations

The 2014 Master Plan includes enhanced native grassland landscapes, lightly programmed terrain, and other developments intended to create accommodating open space for Medical Center Campus employees, patients, and visitors. Therefore, the Final EIR indicates that it is unlikely the 2014 Master Plan would result in a significant increase in the use of and demand for local, off-Campus park facilities. Thus, development that could occur under the 2014 Master Plan was not expected to require new or altered off-Campus parks and recreation facilities to maintain acceptable service ratios or other performance objectives. Operational impacts to parks were determined to be less than significant.

RCV Parking Lot

Construction, Operations, and Conclusion

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. There would be no change in the impacts related to parks and recreation; impacts would be less than significant, the same as for the 2014 Master Plan, and no changes to or additional mitigation are required.

LIBRARIES

2014 Master Plan

Construction and Operations

Given the large pool of construction workers within commuting distance of the Campus, the Final EIR indicates that it is unlikely that construction workers would choose to permanently relocate to the area and thereby increase the demand for local library services. Also, construction workers have limited opportunities to use local libraries during the workday while working on Campus. Thus, new or altered library facilities to maintain acceptable service ratios or other performance objectives were not anticipated, and construction impacts to libraries were determined to be less than significant.

The Final EIR indicates that the estimated increase in the Medical Center Campus employee population and increased visitors could result in an increased demand for local library services. However, this increase was not expected to be significant given the limited opportunity for employees to use local libraries during the workday and the fact that visitors to the Medical Center Campus are more likely to use Campus facilities than use the closest off-Campus library, which is located approximately 1 mile from the Campus. Additionally, employees are likely to reside within a large geographic area within commuting distance of the Campus, thus no one library in the surrounding region was expected to experience a significant increase in demand as a result of the proposed Master Plan. Therefore, operational impacts to libraries were determined to be less than significant.

RCV Parking Lot

Construction, Operations, and Conclusion

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would not create a demand for libraries that would require new or physically altered public libraries. Therefore, there would be no change in the impacts related to libraries; impacts would be less than significant, the same as for the 2014 Master Plan, and no changes to or additional mitigation are required.

P. RECREATION

The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to recreation was evaluated in relation to the Final EIR and two questions recommended for consideration by the *State CEQA Guidelines*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(a) Increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		
(b) Inclusion of on-site recreational facilities or requirement for the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR indicates that the 2014 Master Plan was not expected to significantly increase the use of existing neighborhood parks or regional parks such that substantial physical deterioration of the facilities would occur or be accelerated. The 2014 Master Plan includes the development of five new landscaped and open space areas on the Medical Center Campus to provide a variety of accessible outdoor experiences for public use and residents of adjacent communities. The provision of these additional active and passive recreational opportunities in the Northeast Los Angeles and Boyle Heights Community Plan areas would meet the needs of the residents in the community and be consistent with the goals and objectives outlined in the County and city general plans. Therefore, it was not expected that growth in on-Campus patient, visitor, or employee populations would result in a significant increase in the use of existing local parks or substantial physical deterioration of park facilities. Additionally, the increase in the number of households associated with increased on-Campus employee populations was expected to be dispersed over a wide geographic area within commuting distance of the Campus; therefore, a concentrated or substantially intensified use of local parks was not anticipated. Impacts were determined to be less than significant.

Construction of new landscaped open space areas was anticipated to result in noise and air quality impacts on nearby sensitive receptors (also see **Air Quality** and **Noise and Vibration** discussions above). Although mitigation is proposed to reduce these impacts, they remain significant after mitigation.

During project operations, it is not expected that routine daily use of new landscaped and open space areas would result in significant operational impacts on the environment. However, noise generated by large, organized events would have the potential to exceed applicable noise standards. Implementation of MM-NOI-5 would reduce the impact related to noise, but not to a less than significant level. Demand for recreational facilities during project operations is not expected to significantly increase due to additional employees being dispersed over a wide geographic area.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot impacts related to physical deterioration or accelerated deterioration to recreational facilities in the region would be similar to those of the 2014 Master Plan. Construction workers would continue to be present intermittently over the multiple phases of the project and drawn primarily from the Los Angeles area, thereby resulting in less than significant impacts, the same as under the 2014 Master Plan.

The RCV Parking Lot would not affect recreational opportunities on the LAC+USC Medical Center Campus. The required workforce at buildout would be similar to what was anticipated in the Final EIR. Therefore, impacts related to physical deterioration or accelerated deterioration of recreational facilities in the region would be the same as those of the 2014 Master Plan, if not minimally reduced.

The impacts related to new recreational facilities would be the same for the RCV Parking Lot as for the 2014 Master Plan. The construction of landscaped open space identified in the 2014 Master Plan could continue to result in environmental effects (e.g., dust and other air emissions, noise). Construction impacts for the RCV Parking Lot are analyzed in Sections B. Air Quality and M. Noise of this Addendum. No additional substantial effects would occur, and, like the 2014 Master Plan, impacts would be less than significant.

Conclusion

Impacts related to recreation would be similar for the RCV Parking Lot as compared to those for the 2014 Master Plan, as identified in the Final EIR, and no changes to or additional mitigation are required.

Q. TRANSPORTATION

Transportation and traffic impacts of the project were evaluated in light of the Final EIR, and the potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts related to transportation and traffic was evaluated in relation to four questions currently recommended for consideration by the *State CEQA Guidelines*. As part of the 2018 *State CEQA Guidelines* updates, the checklist was revised to address consistency with *State CEQA Guidelines* Section 15064.3, subdivision (b), which relates to the use of vehicle miles traveled (VMT) as the methodology for evaluating traffic impacts. The County published a VMT methodology in June 2020, updated September 2, 2020. The traffic analysis below considers impacts of the RCV Parking Lot as compared to the 2014 Master Plan. Impacts related to delay and level of service are no longer considered impacts under CEQA (although these issues are still considered as part of the overall planning process).

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?		
(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction

The Final EIR indicated that construction of facilities under the 2014 Master Plan would result in increased vehicle trips to the site and may alter access to the existing LAC+USC Medical Center Campus. The extent of lane and sidewalk closures will not be known until individual development projects are proposed and project plans are developed. Under MM-TRAF-1, construction traffic control measures are required that would reduce construction impacts to a less than significant level.

Operation

The Final EIR indicates that additional vehicle trips from the 2014 Master Plan would result in significant traffic impacts at five study intersections. No feasible mitigation measures were identified for four intersections. As a consequence, the impacts on those intersections were identified as significant and

unavoidable. Mitigation was proposed for one intersection (State Street and Marengo Street) located within the City of Los Angeles; since the mitigation is subject to approval by the City of Los Angeles Department of Transportation (LADOT), implementation cannot be guaranteed, and therefore, the impact was identified as significant and unavoidable. Mitigation measure MM-TRAF-3 requires implementing Transportation Demand Management (TDM) measures to reduce vehicle trips.

Impacts to intersections and levels of service are no longer considered significant under CEQA; traffic impacts are now evaluated based on vehicle miles traveled (VMT). The Project Site is well-served by transit; projects in such areas have fewer impacts with respect to VMT because some trips can be made by transit rather than by car. Conservatively, despite changes to CEQA to remove delay and levels of service as impacts under CEQA, operational traffic impacts are still considered significant and unavoidable for the purposes of this addendum.

RCV Parking Lot

Construction

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would not result in a substantial change in construction activity overall as compared to the 2014 Master Plan. Overall, total construction-related trips are anticipated to be less in total (due to overall less anticipated construction than evaluated in the Final EIR), and total vehicle miles traveled (VMT) are anticipated to be the same or less in total. But daily construction activity could still be similar.

The RCV Parking Lot would implement the same construction methods as the 2014 Master Plan and would include MM-TRAF-1 (traffic control measures), which would continue to reduce impacts to a less than significant level.

Operation

As demonstrated in the *Traffic Impact Analysis Update* for the 2023 Master Plan Revisions (Phases IV and V of the RCV), the RCV resulted in a net reduction of about 22 trips per day at the former Women's and Children's Hospital site. As such, the 2023 Master Plan Revisions resulted in essentially the same daily trips as those identified in the Final EIR and 2017 Addendum. Therefore, the 2023 Master Plan Revisions were considered to continue to result in potentially significant traffic impacts, similar to those identified in the

Final EIR and 2017 Addendum. The RCV Parking Lot includes only parking use and, as such, would not generate new trips; rather, the parking lot would accommodate vehicles associated with the already-approved RCV. Under the RCV Parking Lot, mitigation measure MM-TRAF-2 (improvements to State Street and Marengo Street intersection) would still be implemented if agreeable to LADOT. Because the 2023 and RCV Parking Lot would generate essentially the same daily trips as identified in the Final EIR, VMT would also be essentially the same. As noted above, the project is located in close proximity to transit. Projects close to transit have fewer impacts with respect to VMT because of reduced trips. MM-TRAF-3 (transportation demand management) would further reduce trips.

The corner of N. Mission Road and Zonal Avenue provides several bus and shuttle stops. Our County, Los Angeles Countywide Sustainability Plan, adopted August 6, 2019, includes strategies to encourage development near transit and “right-size” parking to incentivize use of public transportation and active transportation modes (Strategy 3B – Implement Transit-Oriented Development, Strategy 3C Promote walkable, mixed-use neighborhoods, Strategy 8A Reduce vehicle miles travelled by prioritizing alternatives to single-occupancy vehicles — including Action 103: Evaluate and implement demand-based priced parking at County facilities and on County streets where appropriate). The LA County Climate Action Plan also encourages reducing single-occupancy vehicle use (Strategy 3, Measure T5). The County will incentivize use of public transportation and active transportation modes and discourage single-occupancy vehicle use where appropriate.

While total daily trips and associated VMT would be essentially the same under the RCV Parking Lot, and despite changes to CEQA to remove delay and levels of service as impacts under CEQA, operational traffic impacts are conservatively still considered significant and unavoidable for the purposes of this addendum. As noted in Section 1 of this document, the County is updating the LAC+USC Medical Center Master Plan and will further address traffic and transportation impacts and appropriate mitigation in the environmental review of that document.

Conclusion

The Final EIR identified significant impacts with respect to operations. While these impacts were related to intersections and delay-based criteria, the Final EIR did identify substantial increases in vehicle trips, and these increases are still conservatively considered significant for purposes of this addendum. Total daily trips and associated VMT would not change under the RCV Parking Lot, and as such, impacts would not change and are considered to continue to be significant and unavoidable; no changes to or additional mitigation are required.

(c) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR indicates that construction activities would increase the mix of heavy construction vehicles and general-purpose traffic and could result in an increase in safety hazards due to a higher proportion of heavy trucks. Additionally, the impact of construction-generated traffic on safety could be significant for projects that would require roadway restrictions, lane closures, and similar actions. However, implementation of mitigation measure MM-TRAF-1 would reduce any safety impacts to a less-than-significant level.

During operation of Master Plan facilities, upgrades to the Medical Center Campus would improve design features for visitors and employees. No sharp curves or dangerous intersections would be created, nor would incompatible uses be introduced. Therefore, operational traffic hazard impacts would be less than significant.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot would incorporate MM-TRAF-1, requiring a traffic control plan that would continue to result in a less than significant impact, the same as under the 2014 Master Plan.

Like the 2014 Master Plan, the RCV Parking Lot would not include any uses that are incompatible with the existing street system and would not make any changes to the roadway network. As for the 2014 Master Plan, the RCV Parking Lot would also include a Campus-wide circulation system that would eliminate traffic hazards.

Conclusion

The RCV Parking Lot would have less than significant impacts related to traffic hazards, the same as under the 2014 Master Plan, and no changes to or additional mitigation are required.

(d) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to inadequate emergency access?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

This issue of emergency response plans and emergency access is addressed under impacts to emergency response plans in **Section I, Hazards**, above.

R. TRIBAL CULTURAL RESOURCES

Impacts of the project on Tribal Cultural Resources were evaluated with regard to the Final EIR. Assembly Bill (AB) 52 went into effect on July 1, 2015, and requires that for a project for which a Notice of Preparation (NOP) for a Draft EIR was filed on or after July 1, 2015, the lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if: (1) the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area; and (2) the tribe requests consultation, prior to the release of a negative declaration, mitigated negative declaration or environmental impact report for a project. The Notice of Preparation (NOP) for the Final EIR was published May 19, 2014, and therefore, the lead agency was not required to comply with the requirements of AB 52. The current planned comprehensive LAC+USC Master Plan update (see **Section 1** of this document) includes compliance with AB 52 requirements. The potential for the proposed RCV Parking Lot to result in new or substantially more adverse significant impacts was evaluated (as part of the evaluation of Cultural Resources in **Section E**) in relation to two questions recommended for consideration by the *State CEQA Guidelines*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to causing 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:		
(i) 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), or (ii) 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.		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

Impacts related to Tribal Cultural Resources were not separately addressed from Archeological Resources in the Final EIR and are addressed in the discussion of Cultural Resources (see **Section E, Cultural Resources**, above).

S. UTILITIES

Utilities and service systems impacts of the RCV Parking Lot were evaluated with regard to the Final EIR. The potential for the RCV Parking Lot to result in new or substantially more adverse significant impacts to utilities and service systems was evaluated in relation to five questions recommended for consideration by the *State CEQA Guidelines*.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(a) Requiring or resulting in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The Final EIR indicates that the 2014 Master Plan would increase wastewater generation. The Medical Center Campus is located in an urban area that is currently served by wastewater infrastructure. During construction of individual projects wastewater would be generated by construction workers. Implementation of the 2014 Master Plan was estimated to result in a net increase of 173,382 gpd of wastewater, which represents less than 0.06 percent of the average daily flows in the Hyperion Sewer System. The amount would be relatively small, and a 34 percent increase compared to the estimated 501,393 gallons per day of wastewater generated by existing uses on the Campus. The net increase in flow was not expected to exceed the capacities of the local sewer lines and wastewater treatment facilities that serve the Project Site (Bureau of Sanitation, 2014). Mitigation measure UTL-2 requires detailed gauging of sewers to identify specific sewer connection points with sufficient capacity and requires the county to construct sewer lines to a point in the system with sufficient capacity.

See discussion of impacts related to water supply below, and see **Section J, Hydrology**, above regarding stormwater. The Final EIR did not identify significant impacts related to electric power or telecommunications.

The 2014 Master Plan indicates that existing SoCalGas forecasts of future natural gas supplies and demand extend to the year 2030. If insufficient supplies exist for Master Plan projects beyond the year 2030, the impact would be significant and unavoidable.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. Impacts to utility infrastructure would be the same as those of the 2014 Master Plan, less than significant with mitigation (MM-UTL-1).

After construction of the RCV Parking Lot, there would be no impacts on utility infrastructure. See Sections regarding water supply and wastewater treatment below and Section J Hydrology, above, regarding impacts on water, wastewater, and stormwater infrastructure capacity, respectively.

Conclusion

As under the 2014 Master Plan, the impacts of the RCV Parking Lot regarding relocating and/or constructing on-site infrastructure would be less than significant, and no changes to or additional mitigation are required.

(b) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to having sufficient water supplies available to serve the proposed RCV Parking Lot and reasonably foreseeable future development during normal, dry, and multiple dry years?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

The 2014 Master Plan would replace on-site domestic water and fire water conveyance facilities with those that fully comply with more stringent and current County water conservation requirements. The 2014 Master Plan includes an increase in landscaped areas when compared to the existing Campus, which is minimally landscaped, but much of this area would be planted with drought-tolerant and California native plants, as required by the County.

The Final EIR indicates that the proposed development under the 2014 Master Plan would increase the demand for water. The Los Angeles Department of Water and Power's Urban Water Management Plan identifies future water supply and demand in its service area through the year 2035. Therefore, it's not known whether future water supplies beyond the year 2035 would be sufficient to meet the needs of the Master Plan projects constructed far in the future, i.e., beyond the year 2035. Mitigation measure MM-UTL-1 requires the study of water demand, as appropriate, for projects proposed in 2035 and beyond. Therefore, future water supply impacts, beyond the year 2035, were considered to be significant and unavoidable.

RCV Parking Lot

Construction, Operation, and Conclusion

Because the RCV Parking Lot would be similar to the 2014 Master Plan, its water supply demand would also be similar, and impacts would remain significant; no changes to or additional mitigation are required.

(c) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to resulting in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operation

Wastewater generated at the Medical Center Campus is conveyed via sewer lines to the Hyperion Treatment Plant for treatment to full secondary standards. The treated wastewater, which is discharged via a 5-mile ocean outfall into Santa Monica Bay, is subject to state waste discharge requirements and federal NPDES permit requirements. The Final EIR indicates that the 2014 Master Plan Master Plan would not generate wastewater that would exceed Los Angeles RWQCB's wastewater treatment requirements. Therefore, construction and operation impacts related to wastewater treatment requirements were determined to be less than significant.

RCV Parking Lot

Construction, Operation, and Conclusion

The RCV Parking Lot would not change the building area as compared to what was previously evaluated in the 2017 and 2023 addenda (i.e., less total building area is anticipated than under the 2014 Master Plan; wastewater generation could also be reduced). Therefore, the impacts of the RCV Parking Lot on wastewater could be less and would also be less than significant; no changes to or additional mitigation are required.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the following:		
(d) Generating 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) Compliance with federal, state, and local management and reduction statutes and regulations related to solid waste?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction

There are several major landfills in the Los Angeles metropolitan area that serve the project area. Major landfills are defined as those facilities that receive more than 250,000 tons of solid waste per year. Given

that demolition debris and solid waste generated by construction activities would be finite and limited to the construction periods, existing landfills have sufficient long-term permitted capacity to accommodate construction-generated solid waste, and impacts related to landfills were determined to be less than significant.

Operation

The Final EIR indicates that the 2014 Master Plan would result in a net increase of 10,270 pounds of solid waste a day, and that there was adequate landfill capacity to accommodate the project's solid waste disposal needs. Impacts related to solid waste disposal were determined to be less than significant.

RCV Parking Lot

Construction and Operation

The RCV Parking Lot is a proposed surface parking lot for recently completed (or nearing completion) mental health facilities; the parking lot is proposed on a 2-acre area immediately north of the area evaluated in the Final EIR; the Medical Center Campus would continue to be developed under the 2014 Master Plan as amended by 2017 and 2023 Master Plan Revisions and as may be amended through the current updated planning effort. The RCV Parking Lot would not substantially change the construction and building areas as compared to what was evaluated in the 2017 and 2023 addenda (less building area than evaluated in the 2014 Final EIR). Incrementally greater demolition could be required, but would have a negligible impact on demolition debris. Therefore, its generation of solid waste would be similar to that of the 2014 Master Plan. The RCV Parking Lot would also comply with the minimum diversion or recycling rate of 50 percent, as required by County regulations. With adequate capacity for construction waste at the County's construction and demolition disposal sites, impacts related to solid waste disposal capacity due to construction activities would be less than significant, the same as those of the 2014 Master Plan.

The RCV Parking Lot would result in similar total building areas as compared to those evaluated in the 2017 and 2023 Master Plan Revisions and would result in similar impacts on waste disposal facilities from operations, which could be less than what was evaluated in the Final EIR due to less total building area. Waste disposal for the RCV Parking Lot would be in compliance with County waste disposal procedures for recycling and diversion of waste from County landfills. With sufficient landfill capacity to accommodate residual waste generation, impacts of the RCV Parking Lot on waste disposal would be less than significant, the same as those of the 2014 Master Plan.

Conclusion

Impacts related to solid waste disposal would be similar for the RCV Parking Lot as compared to those for the 2014 Master Plan as identified in the Final EIR, and no changes to or additional mitigation are required.

T. WILDFIRE

As part of the 2018 State CEQA Guidelines updates, new Wildfire checklist questions were added that pertain to projects that are located in, or near, state responsibility areas, lands classified as very high fire hazard severity zones, and other conditions that could pose a hazard with respect to Wildfire.

Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to being located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and any of the following:		
(a) Substantially impairing an adopted emergency response plan or emergency evacuation plan? (b) Due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (c) Requiring the installation or maintenance 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) Exposing 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?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

Construction and Operations

The LAC+USC Medical Center and vicinity are located in a highly urbanized area and are not located in or near state responsibility areas, lands classified as very high fire hazard severity zones, or otherwise in a location that would pose a hazard with respect to wildfire. The Final EIR addressed emergency access and response in Transportation; the project would not impact emergency access and would not impair an adopted emergency response plan or emergency evacuation plan. The site is relatively flat and is not subject to unusual wind conditions, and is not located in an area that would be exposed to wildfire. The 2014 Master Plan did not require installation or maintenance of infrastructure that could exacerbate wildfire risks. The 2014 Master Plan did not expose people or structures to risks resulting from post-wildfire hazards. The Final EIR addressed fire protection in general in Public Services; the NOP/IS determined that the 2014 Master Plan would not result in impacts related to wildfire.

RCV Parking Lot

Construction, Operation and Conclusion

The RCV Parking Lot would have no change to impacts with respect to wildfire, and no changes to or additional mitigation are required.

U. GROWTH INDUCING IMPACTS

The Final EIR determined that the LAC+USC Medical Center Campus Master Plan project would not result in substantial growth-inducing impacts. One of the guiding principles of the 2014 Master Plan is to maximize access to LAC+USC Medical Center facilities. Accordingly, the 2014 Master Plan was anticipated likely to attract additional visitors and consequently potentially indirectly increase growth in the surrounding area. However, the 2014 Master Plan does not include the extension of roads or other infrastructure improvements outside the Project Site, and was determined not to indirectly induce substantial population growth in the surrounding area. The 2014 Master Plan does not include a substantial housing component or displace any existing populations.

The increase in the employee population that would occur under the 2014 Master Plan was anticipated to fall within SCAG projections. The increases in employee and residential populations that could occur with the buildout of the 2014 Master Plan were determined not to contribute substantially to any population growth in the area beyond what SCAG has projected in its regional and city forecasts. Therefore, the 2014 Master Plan was determined not to result in significant growth-inducing impacts on the environment.

Consistent with the Final EIR, the RCV Parking Lot would not induce growth in an area that is not already developed with infrastructure to accommodate such growth (the parking lot would provide parking for mental health facilities already approved and completed or nearing completion). The proposed RCV Parking Lot would be located in an urban area within the City of Los Angeles and would be consistent with permitted uses and densities called for by the General Plan designation of the site.

Overall, as indicated in the Final EIR, the RCV Parking Lot would not result in an increase in the population that could tax existing community service facilities or encourage or facilitate other activities that could significantly affect the environment or the area, either individually or cumulatively. Thus, the proposed RCV Parking Lot would not result in significant growth-inducing impacts.

The RCV Parking Lot would be built in an existing urban setting and served by existing infrastructure and adjacent streets. The RCV Parking Lot would not provide through access to vacant, undeveloped parcels whose development potential could otherwise be enhanced, nor would it require extending or improving infrastructure in a manner that would facilitate off-site growth.

Overall, the RCV Parking Lot would not remove obstacles to population growth, result in an increase in the population that may tax existing community service facilities, or encourage or facilitate other activities that could significantly affect the environment or the area, either individually or cumulatively. Thus, the same as discussed in the Final EIR for the 2014 Master Plan, the RCV Parking Lot would not result in significant growth-inducing impacts.

V. MANDATORY FINDINGS OF SIGNIFICANCE

Mandatory Findings of Significance were evaluated with respect to the Final EIR and the three questions recommended by the *State CEQA Guidelines*.

(a) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

The 2014 Master Plan was determined to not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Project construction could result in the removal of palm trees or other roosting sites for Western yellow bats, a potentially significant but mitigable impact.

RCV Parking Lot

The RCV Parking Lot also would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

(b) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to impacts, which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual 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.)		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

The Final EIR determined that the 2014 Master Plan, in conjunction with other past, present, and probable future projects, could result in significant cumulative impacts with respect to utilities (natural gas and water supplies). In addition, greenhouse gas emissions are cumulative in nature.

Section 15130 of the *State CEQA Guidelines* requires that an EIR evaluate potential environmental impacts that are individually limited but cumulatively significant. CEQA defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (*State CEQA Guidelines* Section 15355). The purpose of a cumulative analysis is to determine if several projects, when evaluated together, could result in a significant “cumulative” impact that would otherwise not be considered significant when projects are evaluated one at a time. If several projects considered together have the potential to result in a significant cumulative impact (that is not already identified as a significant project impact), the question becomes whether the project being analyzed would result in a “considerable” contribution to such a significant cumulative impact. If a project results in a significant impact by itself, then its contribution to a cumulative impact is considerable.

Other than the eight issue areas where project impacts alone were determined to be significant (see below), the Final EIR determined that the 2014 Master Plan would not have impacts that are *individually limited* but cumulatively considerable. All issue areas where impacts were determined to be less than significant were determined not to contribute to any cumulatively considerable cumulative impact:

Aesthetics. The Final EIR determined that the loss of the Women’s and Children’s Hospital would be a significant aesthetic impact. Related projects in combination with the 2014 Master Plan would not degrade the existing visual character or quality of the site and its surroundings, and visual character impacts would not be cumulatively significant. Related projects in combination with the 2014 Master Plan would not obstruct or alter an existing, recognized, valued public view or scenic vista, and view impacts would not

be cumulatively significant. The 2014 Master Plan, in combination with related projects, would not create a new source of light or glare that would substantially alter the character of the area or result in substantial light spill/or glare, and impacts with respect to light and glare would not be cumulatively significant. No significant cumulative impacts were anticipated that would require mitigation.

Agricultural Resources. The NOP/IS determined that the 2014 Master Plan would have no impact on agriculture and forestry resources; therefore, it would not result in or contribute to a cumulative impact for agriculture and forestry resources.

Air Quality. The 2014 Master Plan would have significant impacts after mitigation with respect to localized emissions during construction (PM10 and PM2.5). Regional emissions of criteria pollutants during construction and operation would not exceed SCAQMD thresholds and therefore would not have a considerable contribution to cumulative impacts.

Biological Resources. There are no candidate, sensitive, or special-status animal or plant species on-site, with the exception of two California black walnut trees that do not represent a regionally significant population. The proposed Project could require the removal of palm trees or other potential roost sites for Western yellow bats. Mitigation would address this impact. Therefore, the 2014 Master Plan would not result in a considerable contribution to a cumulative impact related to biological resources.

Cultural Resources. Demolition of the Women's and Children's Hospital, which was determined eligible for the California Register, was identified as having a significant impact. Alterations to contributing features of the General Hospital setting were also determined to be significant. The Final EIR also determined that impacts to other historical resources could be significant due to individual projects under the Master Plan and that impacts would depend on final plans. Mitigation measures MM-CR-1 through MM-CR-7 were identified to reduce but not eliminate such impacts. Impacts to historical resources were identified as significant after implementation of mitigation measures. Ground-disturbing activities have the potential to impact buried resources and remains. Mitigation would address this impact and would not result in a considerable contribution to cumulative impacts.

Energy. The 2014 Master Plan would adhere to the applicable state and County standards that would improve energy efficiency, and it would not result in a considerable contribution to a cumulative impact related to energy.

Geology and Soils. Geologic and soil impacts are generally site-specific, and there is little, if any, cumulative relationship between development projects. The 2014 Master Plan's adherence to all relevant plans, codes, and regulations with respect to project design and construction, as well as the identified mitigation measures, would reduce project-specific and cumulative geologic impacts. Therefore, the 2014

Master Plan, considered together with related projects, would not result in a cumulatively considerable contribution to cumulatively significant geology and seismicity impacts.

Greenhouse Gas Emissions. Estimated emissions of 37,281 MT, which exceed the SCAQMD threshold of 3,000 MT. Mitigation measures would reduce emissions, but not below a level of significance. The Master Plan would be consistent with relevant policies and plans. Greenhouse gas emissions are cumulative in nature.

Hazards and Hazardous Materials. The 2014 Master Plan and all development in the vicinity would be subject to the same local, regional, state, and federal regulations pertaining to hazards and hazardous materials. Therefore, the Final EIR determined that, with adherence to these regulations and the required mitigation measures, the 2014 Master Plan's incremental contribution to hazard and hazardous waste impacts would not be cumulatively considerable.

Hydrology and Water Quality. Construction of the 2014 Master Plan would not result in a violation of any water quality standards or waste discharge requirements, would not provide substantial additional sources of polluted runoff, and would not substantially degrade water quality. Compliance with construction phase permits and standard construction phase best management practices (BMPs) would decrease the potential for any significant erosion or sedimentation from soil disturbance associated with the construction of the 2014 Master Plan and related projects. During construction, the amount of stormwater runoff is also anticipated to be less than or equal to the amount under existing conditions. Therefore, the Final EIR determined that the contribution to cumulative impacts related to hydrology and water quality would not be considerable during construction. Compliance with County Low-Impact Development (LID) criteria as well as state and local regulations that require post-construction BMPs would ensure that operation of the 2014 Master Plan and related projects would not degrade the surface water quality of receiving waters to levels below standards considered acceptable by the Los Angeles Regional Water Quality Control Board or other regulatory agencies or impair the beneficial uses of the receiving waters. The 2014 Master Plan and related projects would also be required to comply with all applicable federal, state, and local requirements concerning handling, storage, and disposal of hazardous materials to reduce the potential for the release of contaminants into groundwater as a result of project operation. Therefore, the Final EIR determined that operational activities would not result in a cumulatively considerable contribution with respect to degrading groundwater quality or interfering with recharge.

Land Use. The Final EIR determined that the 2014 Master Plan would be infill development on an already urbanized site that would constitute a densification and slight increase in the height of the existing on-site medical uses. The 2014 Master Plan would be consistent with adopted regional and local land use plans, including the existing County General Plan land use designation and zoning for the site. It would also

result in less-than-significant impacts with respect to land use incompatibility with the existing adjacent off-site land uses. Because the 2014 Master Plan would be consistent with the adopted land use plans and zoning, it would not result in a cumulatively considerable contribution to land use impacts.

Mineral Resources. The NOP/IS determined that the 2014 Master Plan would have no impact on mineral resources and therefore would not contribute to a cumulative impact on mineral resources.

Noise. Based on anticipated construction equipment and distance to sensitive receptors, on-site construction impacts would be significant, but they would not add to other known construction projects in the area. Mitigation would reduce noise, but not below a level of significance. Vibration impacts would be less than significant. Operational impacts could result from equipment and outdoor events; mitigation measures would reduce noise levels below a level of significance for mechanical equipment, but outdoor events could create a significant impact, but would not add to other known sources of noise. As a result of increased vehicle trips, operational noise would increase, but by a less than significant amount and would not result in a considerable contribution to a cumulative impact.

Population and Housing. The Final EIR determined that the 2014 Master Plan's projected growth associated with cumulative housing and population would be within the Southern California Association of Governments' RTP/SCS projections and would not be cumulatively significant. The 2014 Master Plan's development would not introduce unplanned infrastructure or accelerate development in an undeveloped area, and cumulative impacts regarding such unplanned development would be less than significant.

Public Services. The Final EIR determined that, with mitigation, impacts to public services (police and fire access) would be less than significant and would not result in a considerable contribution to cumulative impacts. The Final EIR determined that the 2014 Master Plan would not result in a considerable contribution to cumulative impacts related to demand for other public services (schools, libraries, parks).

Recreation. The 2014 Master Plan would not be expected to generate a substantial demand for public parks and recreational facilities for several reasons, including the amount of usable open space provided by the project. Therefore, the Final EIR determined that the 2014 Master Plan would not result in a considerable contribution to cumulative demand for public parks and recreational facilities, and cumulative parks and recreation impacts would be less than significant. The project would involve construction of recreational facilities throughout the Medical Center Campus (walkways, open areas). As noted above, construction would result in significant air and noise impacts; mitigation would reduce but not eliminate these impacts, but they would not overlap with impacts of other construction projects.

Transportation. The Final EIR determined that the 2014 Master Plan would result in a project-specific significant impact with respect to vehicle delay and levels of service during operation. While delay is no

longer considered an impact under CEQA, the 2014 Master Plan would substantially increase trips and VMT on local roadways. Impacts related to operational traffic were determined to be significant and would add to impacts of other projects in the area. Transportation Demand Management would reduce but not eliminate this impact (MM-TRAF-3).

Tribal Cultural Resources. Addressed under Cultural Resources.

Utilities. LADWP indicated that water was available for the Master Plan projects identified in the Final EIR. Mitigation requires further study of major post-2035 projects. There remains uncertainty with respect to natural gas supplies post-2030, as SoCalGas does not forecast out beyond that time; therefore, the availability of natural gas was identified as a potentially significant impact. Impacts to utilities are cumulative in nature and would add to impacts of other projects.

Wildfire. The 2014 Master Plan is in a highly urbanized area and is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The 2014 Master Plan would have no impacts related to wildfire and would not contribute to cumulative impacts.

RCV Parking Lot

As explained in **Section 1** of this document, the LAC+USC Master Plan itself is in the process of being updated; no other new projects have been identified that would substantially change the cumulative analysis identified in the Final EIR.

The LAC+USC Medical Center Master Plan, together with the RCV Parking Lot, would continue to have a cumulatively considerable contribution with respect to utilities and greenhouse gas emissions -- which by their nature are cumulative impacts. The Final EIR identified eight issue areas where project impacts alone were significant; these same impacts would continue for the LAC+USC Medical Center Master Plan together with the RCV Parking Lot (see below).

Aesthetics. The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would not result in a considerable contribution to cumulative impacts related to visual character or quality, views, and light and glare.

Agricultural Resources. As for the 2014 Master Plan, the RCV Parking Lot would have no impact and would not contribute to a cumulative impact related to agricultural resources.

Air Quality. The LAC+USC Medical Center Master Plan as a whole, together with the RCV Parking Lot, could result in similar construction and therefore would result in similar emissions as compared to the 2014 Master Plan. Maximum emissions with mitigation could still exceed localized PM10 and PM2.5 thresholds

during construction; however, these are localized emissions that would not overlap with other emission sources of related projects.

Biological Resources. The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would incorporate the same mitigation as the 2014 Master Plan and would not result in a considerable contribution to a cumulative impact related to biological resources.

Cultural Resources. Demolition of the Women's and Children's Hospital has occurred. Demolition of the boys' dormitory and mess hall/storage room on the Central Juvenile Hall Campus would result in additional impacts to historic resources. However, HABS/HAER documentation (amended Mitigation Measure MM-CR-6) would be undertaken that would ensure impacts of the RCV Parking Lot would be less than significant. Impacts to other resources would continue as described for the 2014 Master Plan. The impacts of the overall master Plan on historic resources would continue to add to the loss of such resources in the area.

Energy. The RCV Parking Lot would adhere to the applicable state and County standards that would improve energy efficiency and therefore would not result in a considerable contribution to a cumulative impact related to energy inefficiency and wastefulness.

Geology and Soils. The RCV Parking Lot would adhere to all relevant plans, codes, and regulations with respect to project design and construction, which would reduce project-specific and cumulative geologic impacts. Therefore, the RCV Parking Lot, considered together with related projects, also would not result in a considerable contribution to a cumulative impact related to geology, seismicity, and soils.

Greenhouse Gas Emissions. Emissions from the LAC+USC Medical Center Master Plan as a whole, together with the RCV Parking Lot, would continue to contribute to total emissions that would exceed the SCAQMD threshold and would be cumulative in nature.

Hazards and Hazardous Materials. The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, together with all development in the vicinity, would also be subject to the same local, regional, state, and federal regulations pertaining to hazards and hazardous materials. As a result, with adherence to these regulations, the RCV Parking Lot would not result in a considerable contribution with respect to hazards and hazardous materials.

Hydrology and Water Quality. The RCV Parking Lot would comply with the same County LID criteria and state and local regulations for post-construction BMPs as the 2014 Master Plan. Therefore, it would not result in a cumulatively considerable contribution to impacts related to hydrology and water quality.

Land Use. As for the 2014 Master Plan, the RCV Parking Lot results in similar land uses as today and would be consistent with the adopted land use plans and zoning, and the RCV Parking Lot would not result in a cumulatively considerable contribution to impacts related to land use.

Mineral Resources. As for the 2014 Master Plan, the RCV Parking Lot would not contribute to a cumulative impact on mineral resources.

Noise. Grading and construction activities would occur in a similar manner as for the 2014 Master Plan. The Final EIR evaluated construction noise impacts at similar distances to sensitive receptors as would be impacted with the LAC+USC Medical Center Master Plan as a whole, together with the RCV Parking Lot, and therefore, significant impacts would be similar. Operational impacts would also continue to be similar to those evaluated in the Final EIR. Given the size of the project and distance between uses, the significant construction and operational impacts are not anticipated to overlap substantially with other noise sources.

Population and Housing. The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would have the same land uses and a similar number of employees as the 2014 Master Plan. Therefore, the RCV Parking Lot would not contribute to cumulatively significant growth.

Public Services. The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would have the same land uses and a similar number of employees as the 2014 Master Plan. Therefore, the RCV Parking Lot also would not contribute to cumulatively significant demand for fire and emergency medical services, police protection, schools, and libraries.

Parks and Recreation. The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would have the same land uses and a similar number of employees as the 2014 Master Plan, and it would provide similar amounts of open space. Construction of recreational facilities could have similar impacts to the 2014 Master Plan, and such impacts with respect to air quality and noise could be significant. The RCV Parking Lot would not contribute to cumulatively significant demand for parks and recreation, and operational impacts would be less than significant and not cumulatively considerable.

Transportation. Transportation impacts during construction would be less than significant and not cumulatively considerable. The 2014 Master Plan's impacts on operational traffic were considered significant primarily as a result of vehicle delay and level of service impacts. These impacts are no longer considered significant under CEQA; however, for purposes of this addendum, the LAC+USC Medical Center Master Plan as a whole, together with the RCV Parking Lot, is considered to have a significant impact on traffic during operation; vehicle trips and VMT would be similar to what would have occurred under the 2014 Master Plan.

Tribal Cultural Resources. Addressed under Cultural Resources above.

Utilities. The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would result in similar or less building area than the 2014 Master Plan, which would result in similar impacts to water supply, natural gas supply, wastewater generation, and solid waste disposal impacts. Therefore, like those of the 2014 Master Plan, the RCV Parking Lot would result in a considerable contribution to cumulative impacts and would be cumulatively significant.

Wildfire. The RCV Parking Lot is located in the same urbanized area as the 2014 Master Plan. Therefore, it would also have no impacts related to wildfire and would not contribute to cumulative impacts.

(c) Does the proposed RCV Parking Lot require Subsequent or Supplemental CEQA Documentation with respect to environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		
	Yes	No
New Significant Environmental Effect Caused by a Change in the Project or Circumstances	☐	☒
Substantial Increase in the Severity of a Previously Identified Significant Effect Caused by a Change in the Project or Circumstances	☐	☒
New or Substantially More Severe Significant Impacts Shown by New Information	☐	☒
Ability to Substantially Reduce a Significant Effect Shown by New Information but Declined by Proponent	☐	☒

2014 Master Plan

This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. Direct and indirect project impacts on human beings were determined to be less than significant upon implementation of mitigation, with the exception of the following impacts, which remain significant and would affect human beings to one degree or another:

1. **Aesthetics** (Section 3.1 of the Final EIR). Demolition of the Women's and Children's Hospital building, an aesthetically noteworthy building because of its architectural design and historical value, was considered a significant unavoidable adverse visual impact of the proposed Project (no mitigation measures were identified to address this impact).
2. **Air Quality** (Section 3.2 of the Final EIR). Emissions of PM₁₀ and PM_{2.5} from on-site clearing and demolition would exceed SCAQMD localized thresholds. Implementation of Mitigation measures MM-AQ-2 and MM-AQ-3 and compliance with Rule 403 would reduce emissions, but not below the level of significance. Therefore, this impact was considered significant and unavoidable after implementation of mitigation measures.

3. **Cultural Resources** (Section 3.4 of the Final EIR). The demolition of the Women's and Children's Hospital building, a building determined eligible for listing in the California Register of Historical Resources, was considered an unavoidable significant adverse historical resources impact. (Mitigation Measure MM-CR-2 required photo documentation of the building, but would not reduce the impact.)
4. **Greenhouse Gas Emissions** (Section 3.6 of the Final EIR). GHG emissions would exceed a 3,000 MT CO₂e annual threshold; MM-GHG-1 would reduce emissions, but not below a level of significance; therefore, GHG emissions were considered a significant and unavoidable cumulative impact.
5. **Noise and Vibration** (Section 3.10 of the Final EIR). While MM-NOI-1 would reduce construction noise levels, it would not eliminate the predicted noise impacts entirely; therefore, construction noise impacts are considered significant and unavoidable. Construction vibration impacts would be considered significant and unavoidable after implementation of mitigation measure MM-NOI-6. Large organized outdoor events at the Project Site were also identified as having the potential to cause a periodic substantial increase in ambient noise levels at nearby off-site sensitive receptors; MM-NOI-5 would reduce but not eliminate this impact.
6. **Recreation** (Section 3.13 of the Final EIR). Construction of new on-Campus landscaped open space areas and recreational facilities could result in noise and air quality impacts on nearby sensitive receptors (also see Air Quality and Noise and Vibration above). Although mitigation would reduce these impacts, they would remain significant after mitigation.
7. **Transportation/Traffic** (Section 3.14 of the Final EIR). Additional vehicle trips would result in significant traffic impacts at five study intersections. No feasible mitigation measures were identified for four intersections. As a consequence, the impacts on those intersections were identified as significant and unavoidable. The proposed mitigation measures at the remaining intersection are located within the City of Los Angeles, and the mitigation was subject to approval by the City of Los Angeles Department of Transportation (LADOT), which was not guaranteed; therefore, the impact was identified as significant and unavoidable.

Impacts to intersections and levels of service are no longer considered significant under CEQA; traffic impacts are now evaluated based on vehicle miles traveled (VMT). The Project Site is well-served by transit; projects in such areas have fewer impacts with respect to VMT because some trips can be made by transit rather than by car. Conservatively, despite changes to CEQA to remove delay and levels of service as impacts under CEQA, operational traffic impacts are still considered significant and unavoidable for the purposes of this addendum.

8. **Utilities** (section 3.15 of the Final EIR). Increased consumption of various utilities, including water and natural gas. The Los Angeles Department of Water and Power's Urban Water Management Plan identifies future water supply and demand in its service area through the year 2035, and adequate capacity was identified for the 2035 Master Plan. However, it's not known whether future water supplies beyond the year 2035 would be sufficient. Similarly, existing SoCalGas forecasts of future natural gas supplies and demand extend to the year 2030. If insufficient supplies exist for master plan projects beyond the year 2030, the impact would be significant and unavoidable. The Final EIR also identified sewer capacity as a potential issue, as the County has no control over local sewer lines; mitigation measure MM-UTL-2 requires additional gauging of sewer lines for projects that increase sewer flows, and if no capacity is available, the County is required to construct new lines to a point where capacity is available; nonetheless, the impact was considered significant.

RCV Parking Lot

The RCV Parking Lot would result in the same significant and unavoidable impacts as the 2014 Master Plan, with the exception of traffic impacts related to delay and level of service, although traffic impacts are still considered significant:

1. **Aesthetics** (Section 3.1 of the Final EIR). The Women's and Children's Hospital building was demolished in 2021. The impact has already occurred. Demolition of the boys' max dormitory and mess hall/storage building would not substantially add to aesthetic impacts because it is a small building shielded from public view by a 15-foot-tall wall.
2. **Air Quality** (Section 3.2 of the Final EIR). Demolition and site clearing would result in minimal emissions well within those estimated in the Final EIR. Localized thresholds would not be exceeded at the parking lot site, but emissions as a result of development of the LAC+USC Medical Center Master Plan as a whole, together with the RCV Parking Lot, could continue to be as anticipated in the Final EIR, with significant localized impacts with respect to PM10 and PM2.5
3. **Cultural Resources** (Section 3.4 of the Final EIR). The Women's and Children's Hospital building was demolished in 2021. The impact has already occurred. Demolition of the boys' dormitory and mess hall/storage building on the Central Juvenile Hall Campus would result in additional impacts to historic resources. HABS/HAER documentation of the loss of these structures (amended mitigation Measure MM-CR-6) would ensure impacts of the RCV Parking Lot would be less than significant. Impacts to other parts of the Medical Center Campus could continue to occur as individual projects move forward.

4. **Greenhouse Gas Emissions** (Section 3.6 of the Final EIR). The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would continue to result in GHG in excess of 3,000 MT, and therefore, this impact would continue to be significant.
5. **Noise and Vibration** (Section 3.10 of the Final EIR). Demolition of the three existing buildings, grading and paving the parking lot site would have the same or lower noise levels as anticipated in the Final EIR. The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would continue to result in a significant impact with respect to construction. There would be no outdoor events associated with the parking lot alone, but events on Campus would be expected as under the 2014 Master Plan, and they would continue to have the potential to result in significant impacts with respect to operational noise.
6. **Recreation** (Section 3.13 of the Final EIR). The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would continue to include recreational facilities as part of the buildings and construction of these facilities together could still result in noise and air quality impacts.
7. **Transportation/Traffic** (section 3.14 of the Final EIR). The changes from the RCV Parking Lot would result in the same or fewer vehicle trips and VMT as under the 2014 Master Plan, and therefore, the impacts would be the same or less than those of the 2014 Master Plan. Projects in proximity to transit have fewer impacts with respect to VMT because transit use reduces vehicle trips. Conservatively, despite changes to CEQA to remove delay and levels of service as impacts under CEQA, traffic impacts of the RCV Parking Lot as a whole are still considered significant and unavoidable for the purposes of this addendum.
8. **Utilities** (section 3.15 of the Final EIR). The LAC+USC Medical Center Master Plan, as a whole, together with the RCV Parking Lot, would continue to result in demand for utilities that would be similar to what was anticipated under the 2014 Master Plan. Impacts would remain significant because of uncertainties in future water and natural gas supplies.

W. CONCLUSION

The LAC+USC Medical Center Master Plan as a whole, together with the RCV Parking Lot -- described in **Section 2** of this Addendum -- would be within the assumptions analyzed in the Final EIR. The RCV Parking Lot has been reviewed by the County of Los Angeles in light of Sections 15162 and 15163 of the *State CEQA Guidelines*. As the CEQA Lead Agency, the County of Los Angeles has determined, based on the analysis presented herein, that none of the conditions (identified in **Section 1**) apply, which would require preparation of a subsequent or supplemental EIR, and that an Addendum to the certified LAC+USC Medical Center Campus Master Plan Final EIR is the appropriate environmental documentation under CEQA for the RCV Parking Lot.

Section 3 discusses issue-by-issue how the impacts anticipated for the RCV Parking Lot would be within those previously identified in the Final EIR. The Mitigation Monitoring and Reporting Program (MMRP) adopted with the Final EIR would continue to apply as appropriate (with the Mitigation Measure MM-CR-6 as amended herein) to the RCV Parking Lot to ensure that all impacts are reduced as necessary and feasible.

As discussed throughout this Addendum (see in particular the summary presented in **Table 3**), the RCV Parking Lot would result in environmental impacts within those analyzed for every issue with implementation of applicable Project Design Features and mitigation measures as included in the adopted MMRP for the 2014 Master Plan, and mitigation measures as refined in subsequent addenda, including this document.

4. REPORT PREPARATION

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Jessica is the owner and Managing Principal, and she frequently serves in multiple roles on projects, including contract and project manager, as well as conducting and writing environmental analyses, all while overseeing the firm's most high-profile clients, revenue, and growth of the firm. With 20 years of experience and a background in journalism, Jessica's emphasis on clear, concise documents that are not overly complicated has become a company hallmark, along with the ability to deliver projects on unbelievably tight deadlines. She is highly skilled at taking technical documents and concepts and translating them into reader-friendly concepts. She has managed the preparation of more than 100 CEQA documents, including numerous projects with the County of Los Angeles including the Department of Public Works Whittier Narrows Splashpad Project, Sun Valley Watershed Management Plan, and Downey Laboratory Expansion Project. Jessica also serves as an advisor to lead agencies on CEQA implementation. She has provided input to and taught workshops and seminars on CEQA compliance, CEQA streamlining, and environmental justice analysis.

Jessica has a wide range of project experience, including commercial developments, housing projects, regional plans, and policy documents. Jessica's technical expertise and experience provide her with the tools necessary to guide projects through the environmental review process and address hurdles as they arise. As a project manager, Jessica interacts with projects from the beginning to provide project recommendations and assist with any conflict resolutions. Engaging early in the process allows the team to incorporate design features that may help streamline the review process and produce a project that is well-received by the public and decision makers.

Jessica is actively involved in projects, including contract administration, client engagement, and leadership of the overall preparation of environmental documents. Jessica also represents the team at meetings and provides public presentations on behalf of the project. Jessica works closely with internal and external team members to provide a seamless approach towards project management, especially for technical and controversial projects. Based on her experience with complex projects, Jessica understands how to work with sensitive communities and bridge the gap between stakeholders and decision makers.

Jessica's extensive experience has provided her with a strong technical background that is sought after for peer reviews and quality control. Jessica is familiar with recent legislation/regulations and case law governing environmental documentation. In addition, her vast knowledge of environmental regulations allows her to provide policy consistency analyses for projects and decipher the most appropriate approach to move projects forward.

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Brett Pomeroy has more than 19 years of professional experience in the environmental planning field with an emphasis in environmental compliance pursuant to CEQA and NEPA. Brett's experience includes preparing and managing environmental documentation for both private- and public-sector clients. He has overseen the preparation of numerous technical analyses for a wide range of projects. He has provided environmental analyses to support several types of environmental documents, including categorical exemptions, initial studies, negative declarations (NDs), mitigated negative declarations (MNDs), mitigation monitoring & reporting programs (MMRPs), environmental impact reports (EIRs), and addenda.

Brett has worked on a variety of projects, including community planning, housing, mobility, mixed-use/commercial, climate change and sustainability, and numerous projects with the County of Los Angeles, such as the Department of Public Works Whittier Narrows Splashpad Project (CEQA Exemption Memo and Technical Studies for Air Quality and Noise/Vibration) and Downey Laboratory Expansion Project. Brett's duties include project management, document preparation, and oversight of technical services. He is familiar with current regulations and case law relating to land use, housing, mobility, noise, air quality, and greenhouse gas (GHG) emissions. Additionally, Brett possesses strong writing skills to help effectively communicate the results of environmental analyses to decision makers and the general public.

Brett possesses a strong technical background and has provided quantitative analytical modeling support for air quality, GHG, health risk assessments, noise and vibration, and shade/shadow impact analyses for several complex and multi-faceted projects using industry-accepted modeling software. As the Technical Director, Brett provides general oversight of technical services and leads the preparation and review of the air quality, greenhouse gas, and noise/vibration technical reports. Specifically, Brett has experience with AERMOD and ISC air dispersion modeling systems, CalEEMod, CALINE4-based model, noise modeling based on the Federal Highway Administration's Traffic Noise Model (TNM), and Roadway Construction Noise Model (RCNM).

As a project manager, Brett provides guidance and recommendations during the planning stages to ensure project objectives are achieved, and deliverables are met on time and within budget.

Wendy Lockwood

Education

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Ms. Lockwood is an environmental consultant with over 25 years of experience in the preparation of environmental documents pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). She has been the Project Manager for major projects and a technical task leader on complex projects involving noise, air quality, energy, and hazardous wastes/materials issues. Ms. Lockwood has broad knowledge and understanding of State and local planning regulations and regional planning documents in Southern California. She has participated in the preparation of environmental documentation for over 500 projects.

Ms. Lockwood has experience with a wide variety of projects, issues, and communities, and she is able to quickly identify and address issues of potential concern before they become major problems. Her technical background allows her to review complex documentation and identify potential analytic flaws. For these reasons, Ms. Lockwood is frequently asked by lead agencies, larger consulting firms, and lawyers to provide detailed review and recommendations concerning CEQA and NEPA documents, including providing overall advice concerning approach and content of environmental documents, critical review of completed documents/analyses as well as providing specific review of more complex projects and/or issues.

In January 2006, Ms. Lockwood started the small environmental consulting firm of Sirius Environmental (Sirius). Sirius (WBE/SBE/VSBE) is an environmental consulting firm that provides CEQA and NEPA-related services. Sirius Environmental was formed to focus on project and program management of projects and programs requiring a detailed understanding of CEQA and NEPA and requiring responsive, individualized management. Sirius Environmental provides support to developers, engineers, consulting firms, and public agencies in the preparation of clear, accurate technical reports and documents that meet the increasingly demanding needs of communities and their decision makers.

Ms. Lockwood's areas of technical specialty are land use, energy conservation, noise, air quality, greenhouse gas emissions, and hazardous materials. She has overseen the preparation of numerous technical analyses for a variety of projects, small and large. She is familiar with land use regulation and prepares policy consistency analyses for projects in complex regulatory environments as well as aesthetic analyses for projects in urban and rural environments.

Ms. Lockwood is an experienced CEQA and NEPA project manager. She has overseen the preparation of comprehensive environmental documents for a variety of different projects, managing complex technical analyses and providing advice to clients regarding effective mitigation strategies. She is familiar with recent case law with respect to environmental documentation. She undertakes public outreach for controversial projects in a number of sensitive communities.

Ms. Lockwood provides QA/QC for a variety of projects, including transportation projects (Regional Transportation Plans, Mid-Coast Corridor Transit Project, Orange Line Extension), policy documents (City of Los Angeles CEQA staff training, Updated Thresholds Guide), and plans (Mobility Element, Hollywood Community Plan, Boyle Heights Community Plan).

APPENDIX A

Historical Resources Evaluation Report

Historical Resources Evaluation Report Three Buildings at Los Angeles Central Juvenile Hall

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EXECUTIVE SUMMARY

This Historic Resource Evaluation Report (HRER) is an assessment of three buildings at Los Angeles County Central Juvenile Hall (1605 Eastlake Avenue), located in the Lincoln Heights neighborhood of Los Angeles, California. The three buildings will be referred to by their historic names in this report and have been identified as the: Boys Maximum Security Unit, Mess Hall, and Warehouse. Because the buildings are more than 50 years old, the County has requested this report prior to approval of planned redevelopment of the parcel (Project) in compliance with the California Environmental Quality Act (CEQA). ASM Affiliates (ASM) prepared this HRER to evaluate the eligibility of the buildings and the campus as a whole for listing in the California Register of Historical Resources (CRHR), Los Angeles County Register of Landmarks and Historic Districts (Los Angeles County Register), and as historical resources as defined by CEQA. ASM analyzed the buildings' significance within the appropriate themes and historic contexts. California Department of Buildings and Recreation (DPR) forms were prepared (Appendix A). The evaluation was conducted in conformance with guidance on conducting historic building assessments and evaluations, specifically National Register of Historic Places (NRHP) Bulletin *How to Apply the National Register Criteria for Evaluation*, the California Office of Historic Preservation's *Instructions for Recording Historical Resources* and Technical Assistance Series #7 *How to Nominate a Resource to the California Register of Historical Resources*, and CEQA.

After consideration of the history, design, and historical associations of the Los Angeles County Central Juvenile Hall Campus including background research and an intensive pedestrian survey, and consultation of available building plans and site maps (Appendix B), ASM recommends that the Boys Maximum Security Unit and the Mess Hall are eligible as contributing resources to the Los Angeles County Central Juvenile Hall Campus Historic District, which is likely eligibility for listing in the CRHR under Criterion 1 and for the Los Angeles County Register under A.1 for the theme of Social History with a period of significance of 1912–1975. Therefore, the Los Angeles County Central Juvenile Hall Campus Historic District, also likely meets the definition of a CEQA historical resource.

The Project proposes the demolition of the three buildings. Adoption of mitigation measures can reduce the impact to the historic district to less than significant; after their demolition, the historic district will remain eligible and so the Project will not result in a substantial adverse change in the significance of historical resource pursuant to CEQA Guidelines Section 15064.5.

1. INTRODUCTION

ASM Affiliates (ASM) prepared this Historic Resource Evaluation Report (HRER) to document and evaluate the potential significance and landmark eligibility of a potential historic district located at Los Angeles County Central Juvenile Hall Campus (also known as Central Juvenile Hall), located in the Lincoln Heights neighborhood of Los Angeles at 1605 Eastlake Avenue, and three buildings within the Central Juvenile Hall campus proposed for demolition. Included in the report is the history of the campus, a summary of the findings related to the three individual buildings proposed for demolition, a discussion of the research methodology, background information, a brief description of the three buildings proposed for demolition and the Central Juvenile Hall property, applicable regulations and criteria, evaluation of significance, and a conclusion. Photographs, maps, and other relevant support materials are included in the report.

1.1 PROJECT DESCRIPTION

The County has requested this HRER prior to approval of planned demolition of the buildings (Project) in compliance with the California Environmental Quality Act (CEQA) as a result of proposed changes to the LAC+USC Campus Master Plan.

The 76-acre property that comprises the LAC+USC Medical Center is located at 2051 Marengo Street, on several parcels of land owned by the County of Los Angeles. The LAC+USC Medical Center Campus is surrounded by the Boyle Heights and Lincoln Heights neighborhoods of the City of Los Angeles. Specifically, the main Campus is generally bounded by Zonal Avenue, Mission Road, Marengo Street, and Chicago Street. State Street bisects the Campus. In addition, the Project Site extends to parcels on each side of Mission Road north of Zonal Avenue and on both sides of Griffin Avenue west of Mission Road. The site is located immediately northeast of Interstate (I-) 5 (Golden State Freeway) and north of I-10 (San Bernardino Freeway).

The changes to the LAC+USC Campus Master Plan relevant to this project is limited to an approximately 2-acre site within the Central Juvenile Hall Campus.

The changes to the LAC+USC Campus Master Plan consist of the following:

- Demolition of existing unused buildings (previously housing storage, game room and an old boys dormitory) associated with the Central Juvenile Hall. The Central Juvenile Hall Campus itself is not currently in use as a jail but does house office personnel.

1.2 PROJECT LOCATION

The Project is located at the site of Central Juvenile Hall, located within the Lincoln Heights neighborhood of the City of Los Angeles at 1605 Eastlake Avenue (Figures 1-2). The three buildings slated for demolition are located along the northwest side of the campus, adjacent to Mission Road. Los Angeles County Central Juvenile Hall is located approximately 1.5 miles northeast of the boundaries of the Downtown area of Los Angeles, across the Los Angeles River and the I-5 freeway. It can be found on the USGS Los Angeles 7.5-minute topographic quadrangle map and is bound by Eastlake Avenue along the northeast and northwest (Mission Avenue bounded the northwest in old maps before it was realigned), Biggy Street, and Zonal Avenue (Figure 3). Directly to the south of the site across Zonal Avenue is the Los Angeles County General Hospital campus.



Figure 1. Project vicinity map.

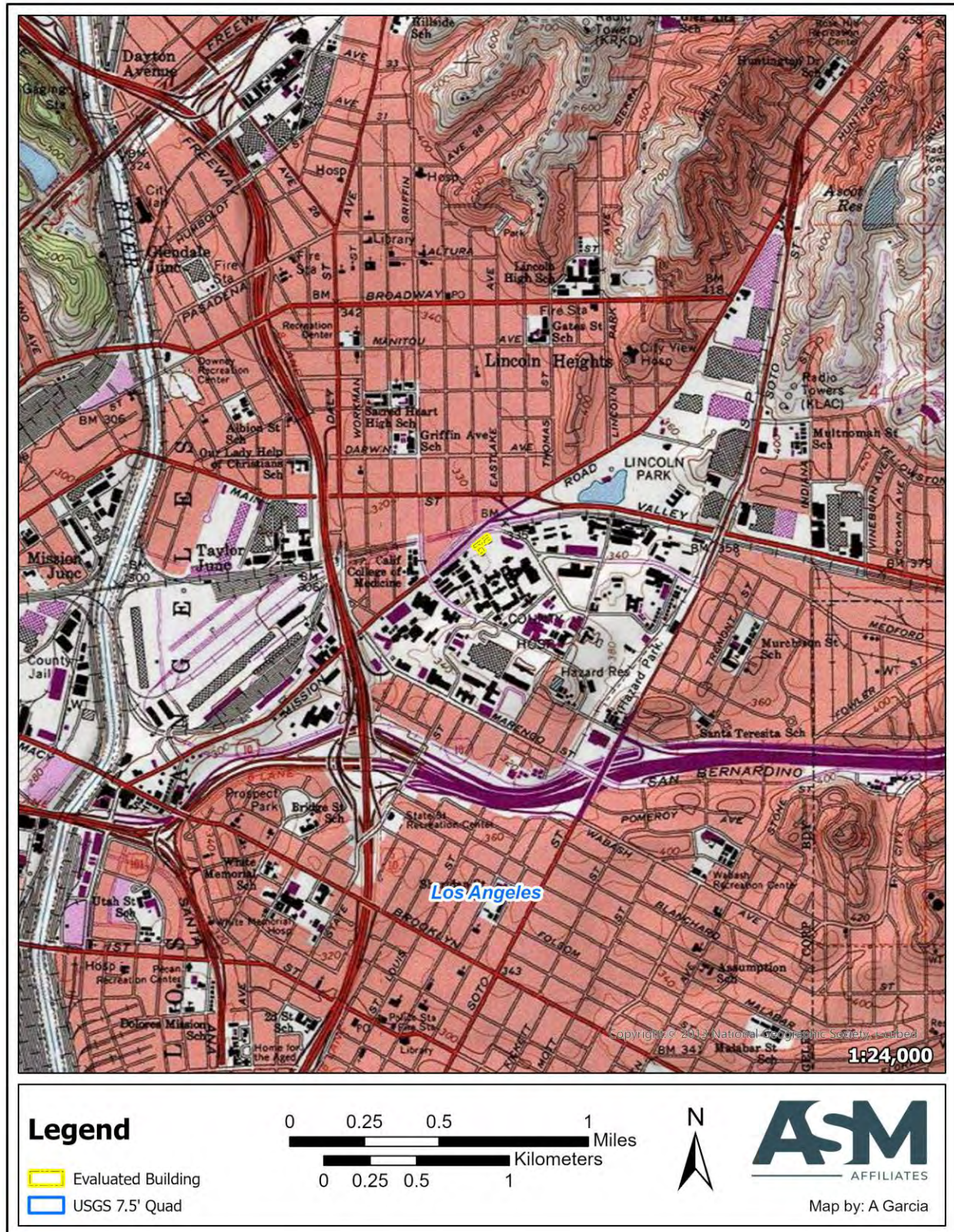


Figure 2. Project location map.



Figure 3. Location of evaluated buildings.

2. METHODOLOGY

The evaluation was conducted in conformance with nationally accepted methodology established by the National Register of Historic Places (NRHP) guidance on conducting historic building evaluations (specifically, NRHP Bulletin *How to Apply the National Register Criteria for Evaluation*), as well as state-specific guidance from the California Office of Historic Preservation's *Instructions for Recording Historical Resources*. In 2015, the County of Los Angeles enacted a Historic Preservation Ordinance establishing a County Register of Landmarks and Historic Districts with the intention of recording and maintaining an inventory of County historical resources, with nominations to be reviewed by a Landmarks Commission and approved by the Board of Supervisors (Ord. 2015-0033 § 3\).

In preparing this evaluation of Central Juvenile Hall, ASM considered a number of factors relevant to making a recommendation of eligibility, including:

- the history of the Los Angeles County Probation Department and juvenile halls;
- the history of the property's construction and use;
- the property's association with important people or events;
- whether the property is the work of a master architect, craftsman, artist, or landscaper;
- whether the property is an outstanding example of a particular architectural style or method of construction;
- previous evaluations of the property; and
- whether the property has undergone structural alterations over the years, the extent to which its historical integrity has been compromised, and the current condition of the property.

2.1 ARCHIVAL RESEARCH

To begin this evaluation, ASM conducted background research into the history of the Probation Office of Los Angeles County and the evolution of the Central Juvenile Hall Campus. Sources include databases of historic newspapers such as the *Los Angeles Times* and the *Lincoln Heights Bulletin*, Los Angeles County Assessor's maps and building permits, historic photographs, oral histories documenting the experiences of the site, and historic aerial photographs. Historic architectural drawings and construction documents provided by the Los Angeles County Public Works Department were reviewed shortly after visiting the campus. A number of academic and professional sources were consulted, including articles from scholarly periodicals, official reports generated by the City and County of Los Angeles, and a number of books on the subject of the history of juvenile delinquency and the probation department.

ASM confirmed the original date of design, construction, and dates of major alterations through information provided by the client, historic aerial photographs, City of Los Angeles building permit records, and announcements made in local newspapers.

ASM conducted archival research to develop and determine the appropriate historic context from which to evaluate the buildings as historical resources in compliance with CEQA. ASM reviewed SurveyLA for potential findings regarding Central Juvenile Hall and discovered that since Central Juvenile Hall was operated by the Los Angeles County Board of Supervisors and therefore on Los Angeles County land, it was not recorded nor evaluated. ASM then referenced the *Los Angeles County Historic Context Statement*, which did not provide guidance on the history or evaluation of places of incarceration within the City.

2.2 FIELD SURVEY METHODS

On April 14, 2026, ASM Architectural Historians Shannon Davis and Madeline Gonzalez conducted an intensive on-site pedestrian survey of the three buildings proposed for demolition. The buildings were documented with extensive photography and detailed field notes. ASM then conducted a limited reconnaissance survey of the entire campus to determine whether the campus might be eligible as a potential historic district, and which buildings within the campus might be eligible as contributors to a potential historic district. Interiors of the three subject buildings were documented, and interiors of some additional major buildings on campus were also accessed. Careful attention was paid to potential district boundaries and integrity of potential contributing resources and the district as a whole to the various periods when the campus developed related to methods of rehabilitating delinquent youth.

3. HISTORICAL CONTEXT

3.1 HISTORY AND DEVELOPMENT OF CENTRAL JUVENILE HALL

In the early decades of the twentieth century, a physical location for delinquent juveniles did not exist in Los Angeles County. At times this led to outrage, when stories were published in local newspapers describing the incarceration of young children in adult facilities. An example of this occurred in 1908, when the *Whittier Daily News* detailed the detainment of three boys aged 14, 15, and 16 in an adult prison for 10 days for jumping on trains. This led to not only widespread disapproval of the treatment of the boys, but also a complaint from a Los Angeles County Sheriff to the presiding judge that it was a “shame and an outrage” that there were no other options in place for the boys (*Whittier Daily News* 1908). This story, along with similar incidents, culminated in the construction of a permanent juvenile facility in the Lincoln Heights area of Los Angeles County in 1912 (Figure 4).

This location was likely chosen for several reasons. The Eastlake community (now called Lincoln Heights) was conveniently located near the Downtown area of Los Angeles yet was separated from the business district by the Los Angeles River. The site was also located in close proximity to the Los Angeles County General Hospital, providing additional convenience to the County. The original 1912 Juvenile Hall building, with the address of 712 Eastlake Avenue, cost around \$100,000 to construct (approximately \$3,000,000 adjusted for inflation) and featured courtrooms, dormitory accommodations for up to 73 children at once, and offices for probation officers. The opening of the courthouse and bedroom space for children reflected new progressive methods for rehabilitating delinquent youth. A new law was passed in Los Angeles County that children were no longer to be sent to adult facilities, and police were instructed instead to send all juvenile offenders to the new Juvenile Hall facility. This new law was reflective of the progressive nature of Los Angeles County in terms of juvenile justice, as it was one of the first counties in the nation to enact a law protecting children in this way (the supreme court case requiring separate justice systems for youth and adults on a national scale would not pass until the 1960s). In progressive efforts to rehabilitate and comfort children during their stay, “the furnishings of [Juvenile Hall were] of the very best and every comfort [was] obtained,” and a school was founded for the children, with teachers supplied from the Board of Education (*Los Angeles Evening Express* 1912).

Due to the size and expanding population of Los Angeles County at the turn of the twentieth century, a new expansive juvenile facility was needed to accommodate both delinquent children and children awaiting foster care. The new juvenile facility building, constructed in 1912, was designed with an open interior courtyard intended to allow children the physical and mental health benefits of sun and natural light. It was immediately referred to as ‘Juvenile Hall.’ While there have been other juvenile detention facilities in other locations in the country, this facility appears to be where the nomenclature of ‘Juvenile Hall’ originates. The first appearance of the phrase ‘Juvenile Hall’ in reference to youth detention facilities (vs. nineteenth century references to ‘Juvenile Halls’ as a facility for youth dancing) occurs in reference to the Los Angeles County juvenile facility. While the phrase Juvenile Hall may have only one meaning and association with detention facilities to a contemporary audience, it is likely that Juvenile Hall once held a ‘lighter’ meaning to youth at the time it was constructed, and the reference to the facility by this name may have been a part of progressive-era measures to promote rehabilitation and be less intimidating to children.

The 1920 Sanborn Map of Juvenile Hall relays the scale of the facility grounds and its location in the context of surrounding buildings and structures. The primary Juvenile Hall building faced northeast toward South Eastlake Avenue, featured an office building similarly facing Eastlake Avenue that likely processed children as they arrived, and featured a hospital building directly behind the Juvenile Hall building. Notably, although located near the corner of Eastlake Avenue and (then) Mission Road, the new Juvenile Hall site was constructed amidst expansive residential development. The northwest side of the building faced

retaining walls which were directly adjacent to single-family residences along Mission Road, and the southeast side of the building faced a row of single-family residences along Henry Street (Sanborn Map Company 1920) (Figure 5).

There were no major documented changes to Juvenile Hall between 1912 when the original buildings were constructed until 1929, when the site was expanded for the first time with the construction of several new buildings, and was given a new address of 1369 Henry Street. A new hospital building “with the finest of improvements” was constructed along with a new school building, a boys dormitory, and a girls dormitory. Also first constructed at this time was a cottage on the grounds for dependent children (in other words, children awaiting foster placement). However, the dependent children were fully separated from the delinquent children. The new Juvenile Hall facility buildings were constructed with intent to not only rehabilitate children, but also to better understand the circumstances that brought them to juvenile detention, and to prevent future children from becoming delinquent. This is exemplified in the descriptions of some of the new buildings, like the hospital building, where children were subject to a “complete sociological investigation of the home and school environment,” or the “experimental school” building, where “the likes and abilities of the child” were studied so that when “[the child] is again returned to public school, a better adjustment may be made.” Rehabilitation efforts are additionally described in the uses of the new school building, which was to have “cooking and sewing rooms for the girls” and “manual training rooms for the boys” (*Los Angeles Evening Post* 1929) (Figure 6).

However, these rehabilitation efforts and sociological attempts at understanding juvenile delinquency seem to primarily originate from a problem of overcrowding and lack of space in the facility. The Los Angeles City and County population boomed during the 1920s, where the population of Los Angeles County jumped from 936,455 residents in 1920 to 2,208,492 residents in 1930. The newspaper article announcing the opening of the new buildings on the Juvenile Hall grounds in 1929 mentions that the original building could accommodate up to 150 children at a time (*Los Angeles Evening Post* 1929). That capacity is almost double the original intended capacity of the 1912 Juvenile Hall building (73), indicating that children at this point were likely sharing rooms, or other spaces intended to rehabilitate children were used as sleeping areas instead.

During the 1930s, the number of juveniles passing through Juvenile Hall continued to rise, creating an overcrowding problem at the facility and concerning the Los Angeles County Board of Supervisors who continued to attempt to find solutions for overcrowding despite just having expanded the site. The Probation office expanded during this period in an attempt to provide more expansive resources to juvenile delinquent youth in Los Angeles County, and it was in this era that the Juvenile Hall facility became known as “Central Juvenile Hall.” While 1920 saw 1,893 Juvenile Court cases handled monthly, by 1940, this number had jumped to 4,063. Despite efforts to relieve the population and create rehabilitation programs like the Community Coordination Council, the youth forest camp programs, and early intervention efforts like the Groups Guidance Initiative that targets juvenile gangs, the juvenile delinquent population continued to increase, causing a strain on the buildings and the resources available for youth (County of Los Angeles Probation Department n.d.).

The next recorded expansion efforts at Central Juvenile Hall were completed to better accommodate the foster/dependent children on the site in 1946. Likely having long grown out of the single cottage that was constructed for the children in 1929, a new building named in honor of the founder of United States Children’s Bureau, Julia Lathrop, was dedicated as an “emergency housing project for homeless and neglected children,” and consisted of a dining room, playroom, kitchen, bathrooms, and 14 sleeping rooms (*Lincoln Heights Bulletin* 1946) (Figure 7).

The configuration of the Central Juvenile Hall site during this era was recorded in the updated Sanborn Maps. By this time, the facility had expanded to the northwest to reach Mission Road and had expanded to

the south to reach Henry Street, removing and displacing the single-family residences in these areas. This map reveals that the Julia Lathrop Cottage also retained additional supporting buildings including a nursery connected to the main cottage building, a clinic, and a warehouse with a cantilever roof. In a continued effort to separate the dependent/foster children from the delinquent children, a 15-foot wall was constructed between this complex and the adjacent 1912 Juvenile Hall Building. The 1929 School Building was constructed directly behind the 1912 Juvenile Hall Building to the southwest, the 1929 Boys Dormitory faced the backyards of the residences along Henry Street, the 1929 “H”-shaped Hospital Building directly faced Henry Street, adjacent to single-family residences, and the 1929 Girls Dormitory was constructed across a landscaped courtyard from the school building, as visible in the first historic aerial photograph of the site from 1948 (Sanborn Map Company 1951; historicaerials.com 1948) (Figure 8).

More details are revealed through the 1948 historic aerial photograph that were not depicted in the Sanborn Maps; in particular, the maps did not reveal the landscaping components of grass fields, trees, and circulation paths among the buildings, mainly those connecting the Girls Dormitory to the Hospital Building and to the School Building. While the materials of the concrete pathways were likely replaced upon later construction and expansion of the site, the original alignment of the path between the various buildings has remained unaltered in some areas, particularly in the areas between the then-Girls Dormitory and the future site of the Mess Hall. Paved pathways connecting the Boys Dormitory to other buildings are less visible and may have been obscured in the historic aerial photograph by trees or shadows. Additionally, visible in the historic aerial photograph by this time are walls that begin between the boys dormitory and the residences facing Henry Street, continue along Eastlake Avenue, and wrap around the original 1912 courthouse. This explains the new address of 1369 Henry Street as it appears that at this point in time the children were brought into the Juvenile Hall campus primarily through the Hospital Building (historicaerials.com 1948) (Figure 9).

In early 1949, the Los Angeles County Board of Supervisors approved an expansion of the Central Juvenile Hall site for an initial cost of \$3,500,000 (approximately \$50,000,000 adjusted for inflation). Although more space for the Juvenile Hall facility had long been needed, the conversation around whether it was better to construct a new facility in a new location or expand the existing facility had delayed progress. Ultimately, the Los Angeles County Board of Supervisors chose to expand the existing site due to its proximity to the Los Angeles County General Hospital.

The expansion plans called for the purchase and/or condemnation of 23.9 acres adjoining the present Juvenile Hall site plus 15 acres along Zonal Avenue, which was occupied by 150 residences and commercial buildings and 125 property owners. This expansion was not supported by local Lincoln Heights community members who did not wish to lose private property nor wish to live in proximity to a juvenile detention facility. In support, the City of Los Angeles Planning Commission vetoed the zoning change proposed by Los Angeles County, citing that an expanded juvenile detention facility would cause unsuitable traffic conditions and evict long-time residents, many of whom had been living in the area since before the first Juvenile Courthouse was even constructed. The County appealed the veto in 1950 and ultimately the expansion went through, and the surrounding single-family residences and other buildings were demolished and removed by 1951 (*Lincoln Heights Bulletin* 1950; historicaerials.com 1951).

This major construction effort to expand Central Juvenile Hall began in 1952 and ended in 1954, with the site enveloping the original alignment of Henry Street to reach Biggy Street. The Central Juvenile Hall expansion was designed and planned by architect William F. Stockwell, an African American man who would go on to design other civic improvement projects for the City of Los Angeles. The first wave of development saw the construction of five new buildings and the remodel and modernization of existing buildings on the site, and the second wave of development saw the construction of seven more new buildings. Fencing, the large 15-foot concrete perimeter walls, parking areas, additional laundry equipment, expanded kitchens, recreation areas, and other general site improvements were also enacted to the Central

Juvenile Hall site during this era of re-development. Upon completion of the remodeling, the new Central Juvenile Hall facility could house up to 615 children at a time, almost double the former capacity of 356 (*Lincoln Heights Bulletin* 1952; *Los Angeles Times* 1954a) (Figures 10-11).

The new types of buildings constructed reflect a different approach to the incarceration of delinquent youth than the last expansion of the site in 1929. Some of the buildings constructed in this period added to or replaced existing buildings, and included a large and expansive Court and Administration building facing Eastlake Avenue, the Mess Hall building, the Chapel building, the Main Kitchen building, a service building, the Medical Building and associated offices, two new Girls Dormitories, and a new Boys Dormitory. The changing methods of rehabilitation are apparent through the new types of buildings constructed within the campus in this era, the Boys Maximum Security Unit and the Girls Maximum Security Unit. With an intention to rehabilitate through punishment and make a return to Juvenile Hall undesirable for juvenile offenders, the Maximum Security Units allowed for the use of single cells (otherwise known as solitary confinement), with 40 units available for the boys and 20 units available for the girls. This new emphasis on punishment is reflected in the emphasis given to the buildings on the campus, where the Boys Maximum Security Unit building occupies the same square footage as the new Boys Dormitory. The new approach to delinquent youth was also seen in the new practices at Central Juvenile Hall that were employed after the expansion of the site, where “individual sleeping rooms” and “special units adjoining the psychiatric unit” were provided for more troubled children, and a new rule was enacted that children were to be placed in groups of 20 and were housed, fed, and participated in programs in these groups. Despite the new expansion nearly doubling the population capacity, it was recognized that more space to sufficiently meet the needs of the County was still needed and plans to construct other juvenile halls in other areas of the County were conceived (*Los Angeles Times* 1954b).

Despite the expansion of Central Juvenile Hall in the 1950s and the construction of new buildings, conditions were poor for children at the site. One investigative report of Central Juvenile Hall relayed the tremendous overcrowding at the site and revealed that the average stay for children at the time was 28 days, and that approximately 40 percent of children who passed through Central Juvenile Hall returned (Weeks 1956). One year later, in 1957, Los Padrinos Juvenile Hall in Downey opened, intended to relieve crowding, and in 1958, additions to the Court and Administrative building were approved to add spaces for parole officers and five new hearing rooms, in order to speed up the procedural process and free up space in the facility. The construction of these additions was completed in 1960, under the continued direction of architect William F. Stockwell (*Van Nuys News* 1959). Despite these measures, conditions remained poor. In July of 1958, it was reported that approximately 600 boys and 200 girls were detained at the facility, and many were forced to sleep on mattresses on the floors of what were supposed to be recreation areas. Mattresses additionally began to take over classrooms and eating areas, and only 8 percent of children received psychiatric treatment (likely only the most extreme and obvious cases) (Moosmann 1958).

An early example of investigative tele-journalism in 1960 brought the substandard conditions that children were experiencing at Central Juvenile Hall to the people of Los Angeles’ living rooms. The televised news report revealed a child handcuffed in a cell and it was explicitly illustrated, for the first time, that punishment units (the Maximum Security Units) were used and in practice. At the time of investigation, 20 boys were confined in the Maximum Security Unit. Further investigative reporting into Central Juvenile Hall in this era revealed that the “silent rooms” (otherwise known as “X” rooms) in the Maximum Security Unit buildings were in use, and were described as “concrete, barren, with no toilet, no furniture, nothing but walls and a floor” (Cummings 1960).

In October of 1960, it was reported 650 boys and 250 girls were detained at the facility, “high piles of mattresses were seen stacked in each recreation room,” and that while the average stay was about four weeks, some stay for as long as a year (Charles 1960). In 1960, 20,000 children passed through Juvenile Hall, with few provisions for recreation beyond a deck of playing cards, a baseball field with only two

gloves available, a desk made of metal that was bolted to the floor (that likely also had to be shared), and no assurance of the chance to attend the on-site school classrooms due to overcrowding (Charles 1960; *Los Angeles Evening Citizen* 1961) (Figure 12).

In continued efforts to relieve overcrowding, the Barry J. Nidorf Juvenile Hall opened in Sylmar in 1965. However, this did not address the physical conditions of Central Juvenile Hall, in which children were suffering from the oldest, poorly maintained, and structurally unsafe buildings that contributed to the negative environment of the facility. A 1964 historic aerial photograph reveals that at that time, all four 1929 buildings were still standing and presumably in use, along with the original 1912 Juvenile Courthouse building (historicaerials.com 1964) (Figure 13). Similar to the external pressures that led to the construction of the Juvenile Courthouse facility in 1912, the mid-1960s brought some changes to Central Juvenile Hall as more youth and young adults began advocating for better treatment of the children at the facility. A second swimming pool was constructed in the mid-1960s to allow more opportunities for recreation, and in late 1966, plans for a new Boy's School were approved. The construction of the new school would result in the demolition of the majority of the oldest buildings in the northeast corner of the campus, including the original Juvenile Hall Building (1912), the original Boys School Building (1929), and the original Julia Lathrop Cottage and supporting buildings (1946). These buildings were replaced with an \$878,730 new building (approximately \$8,000,000 adjusted for inflation) with 16 classrooms, two shops, a library, a gymnasium, and offices. The demolition of the old buildings additionally allowed for site improvements, notably more free landscaped space for children in the areas that were likely previously claustrophobic from the density of the various buildings constructed over time (*South Gate Press* 1967).

Despite a 1966 approval for construction, the planned building was not dedicated and officially opened until 1970. Known as the new Boys School, it was then equipped for air conditioning in 1972, and received an emergency electrical power and generator system in 1973 (the campus continued to be run by steam power using the same systems in place since the 1920s and later the 1950s) (*Highland Park News Herald* 1970; *Southwest News* 1971; *Northeast Star Review* 1973) (Figure 14). Then, in 1975, the last major expansion project occurred with the construction of a new Boys Dormitory Building. Similar to the new Boys School, the construction of this building came in tandem with the demolition of the Old Boys Dormitory and the original hospital building that once faced Henry Street, both constructed in 1929. The \$2.5 million building (approximately \$15 million adjusted for inflation) was designed by Parking Architects and Engineers (Los Angeles) and featured two wings with 160 beds, and included sleeping rooms, day rooms, dining rooms, and areas for counseling and visitation. This building in particular was constructed in response to the deteriorating buildings from the first eras of construction at Central Juvenile Hall, and in response to the changing approaches to delinquent youth. Instead of the imposing brick of the 1912 courthouse or the minimalist foreboding mid-century buildings, the new Boys Dormitory was constructed to “break away from the traditional austere design...[and] provide a more residential character while still retaining necessary security features” (*Northeast Star-Review* 1975; *Los Angeles Times* 1975).

Likely due to the cost of construction of the new facility buildings at Central Juvenile Hall and a resulting minimal operating budget, there were no major changes enacted to the site nor construction of new buildings until the 1990s. The damage caused by the 1994 Northridge Earthquake brought attention back to the poor conditions of the site and spurred a final wave of development. The conditions of Central Juvenile Hall at this time were documented in the 1998-1999 Los Angeles County Grand Jury Final Report, which revealed that a lacking budget since the 1970s had led to the deferment of critical maintenance to buildings, particularly the older buildings at the site. This was exemplified in the case of the 1929 Boys Dormitory building, still standing at the time of the report. The 1929 Boys Dormitory building was closed in 1978 due to structural weakness, and with no funds for repairs, was condemned in 1991 and ultimately demolished in 1999 (Los Angeles County Grand Jury 1999).

The repairs needed to generally maintain Central Juvenile Hall by 1998 were complex due to decades of neglect, where it was estimated that \$10.7 million (approximately \$21 million adjusted for inflation) would be needed to address problems like seismic integrity and earthquake repairs after the 1994 Northridge Earthquake, leaking roofs, the presence of asbestos in paint, tile, and insulation, replacing out-of-date materials that made some facilities or rooms inoperable (such as locks and jammed doors), upgrading the plumbing and mechanical systems, repairing the peeling paint and damaged plaster walls, replacing missing ceiling and floor tiles, repairing broken windows, sinks, and showers, and either updating or replacing entirely the aged steam system (likely the same steam system installed in the mid-century). Additionally, probation officers noted that the “outdated and inefficient” design of Central Juvenile Hall made it difficult to properly supervise the juveniles at the site, leading to further deterioration of the buildings through acts of vandalism (Los Angeles County Grand Jury 1999).

In addition to the structural neglect, inspections from the 1994 Northridge Earthquake again revealed the extent of neglect of the children at the Central Juvenile Hall site. In 1998, due to poor building conditions, overcrowding was again a major issue. While Central Juvenile Hall was rated for a capacity of 420, the daily average was approximately 670. This resulted in reports similar to those from the mid-century, where children were doubled up in what were supposed to be single rooms, and day rooms had been converted into dormitories with several children sleeping on mattresses on the floor (Los Angeles County Grand Jury 1999).

Therefore, by 2000, in addition to beginning repairs for the existing buildings, the final major expansion and re-development efforts occurred. The 1929 condemned Boys Dormitory building was demolished, and the two Girls Dormitories from the mid-century were demolished as well. The new Medical Building was constructed in 1995 (likely to replace and/or relieve pressure from the original medical building which was heavily damaged in the 1994 Northridge Earthquake and required extensive repairs), one Bed Housing Unit (dormitory) was constructed in 2003 where the 1929 Boys Dormitory once stood, and another Bed Housing Unit was constructed in 2003 where the mid-century Girls Dormitory once stood. An additional parking garage structure was also constructed in 2003, replacing a ground-level parking lot (County of Los Angeles Probation Department 2008).

The 2003 Bed Housing Unit additions to the site greatly increased the capacity of Central Juvenile Hall, which held a rated capacity of 675 by 2008. This seemingly solved the previous issues of overcrowding, which was further resolved by 2007 realignment laws that limited transfers between facilities and emphasized handling of juveniles at the local level (County of Los Angeles Probation Department 2008). However, decades of building neglect were beginning to catch up to Central Juvenile Hall by the 2010s, in addition to a long-held culture of misconduct and violence by staff. Abuse claims from staff were documented in a court case from 2018, where it was revealed that violence, sexual abuse, and drug smuggling were frequently reported and resulted in minimal discipline of staff, and that the long-time staff members were resistant to change or progressive reform. The global pandemic of 2020 then led to a staffing crisis where only 40 percent of positions at Central Juvenile Hall were filled, which was then further strained by the partial closure of California’s Division of Juvenile Justice which brought high-risk youth back to County care. With minimal staff, violence at Central Juvenile Hall surged. The use of force against juveniles increased 50 percent between 2021 and 2022, and lockdowns became more frequent, which inhibited children from attending school or using any of the recreational facilities. State inspections deemed Central Juvenile Hall unsuitable in 2021 due to deteriorating building conditions, physical safety violations, and staff misconduct (Queally 2022). By spring 2022, all juveniles had been removed from the facility, and in 2023, the Los Angeles County Board of Supervisors voted to close Central Juvenile Hall permanently (Figure 15).



Figure 4. 1912 Juvenile Courthouse Building, photographed from Eastlake Road. Photograph taken c.1920. Courtesy of Los Angeles Public Library.

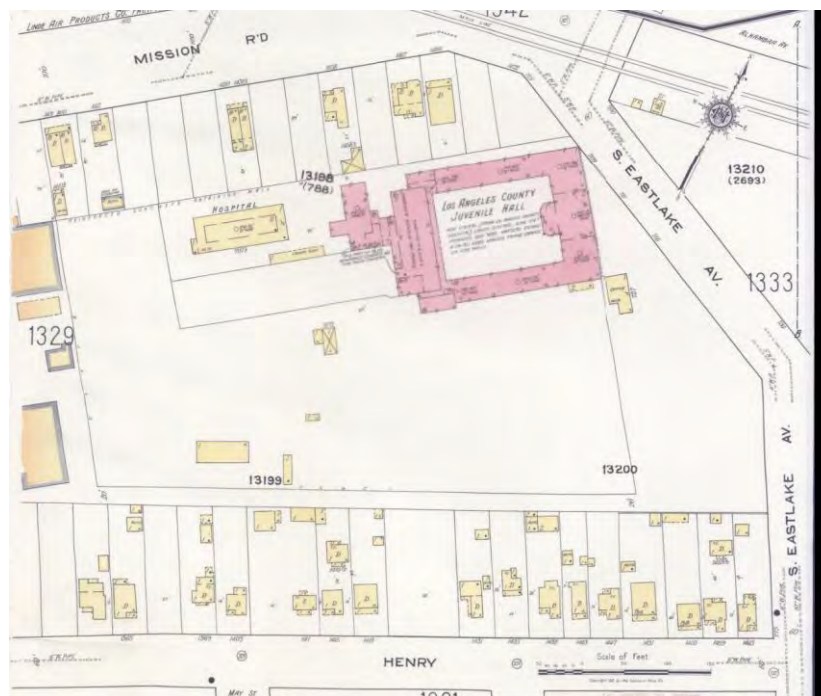


Figure 5. 1920 Sanborn Map of Juvenile Hall site. Note single-family residences along Mission Street and Henry Street. Courtesy of Library of Congress.

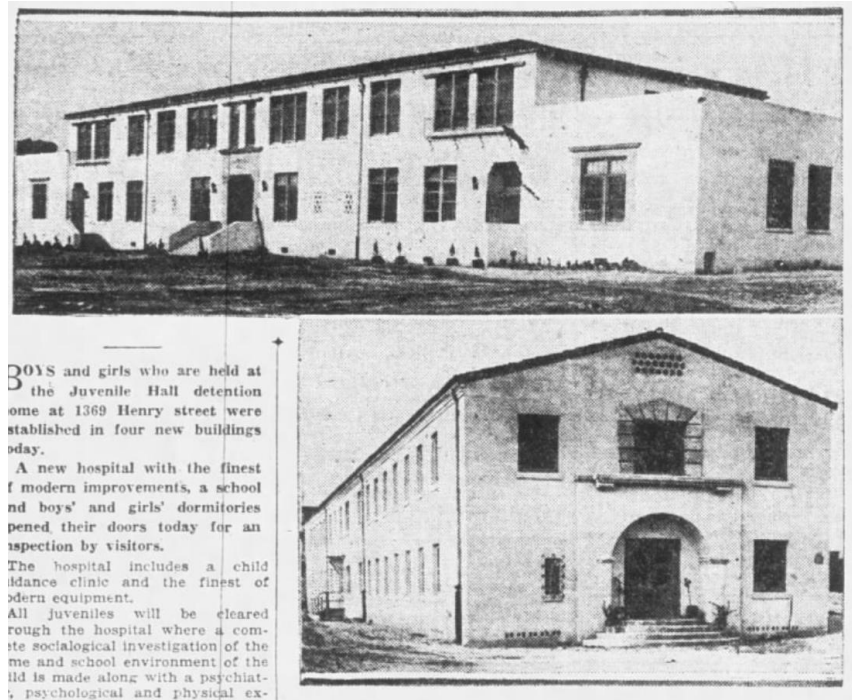


Figure 6. Buildings constructed at Juvenile Hall in 1929, published in the *Los Angeles Evening Post* on February 15, 1929.



Figure 7. Depiction of new Julia Lathrop Cottage. Boy's School building visible in background. Published in *Daily News* on October 4, 1944.



Figure 8. Sanborn Map with updates up to 1951. Note removal of residences from Mission Street and Henry Street. Courtesy of Library of Congress.



Figure 9. 1948 historic aerial photograph. Courtesy of *historicaerials.com*.



Figure 10. 1952 historic aerial photograph. This was taken during the beginning of the development of the new expansion. Courtesy of University of Santa Barbara.

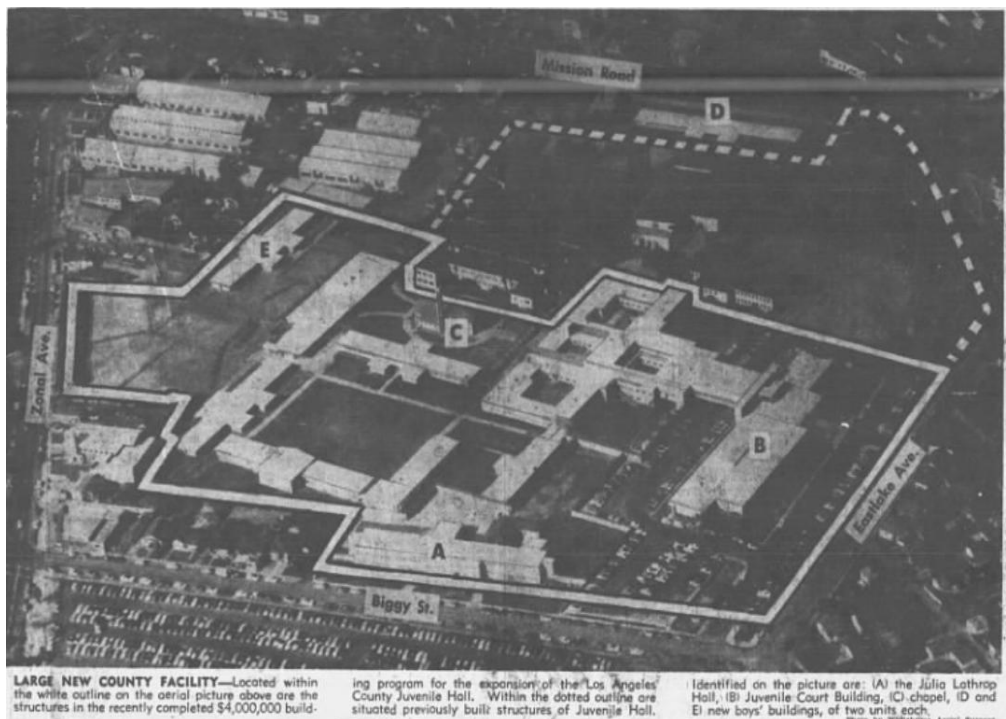


Figure 11. Guide to new buildings constructed at Central Juvenile Hall, as depicted in the *Los Angeles Times* on December 19, 1954.

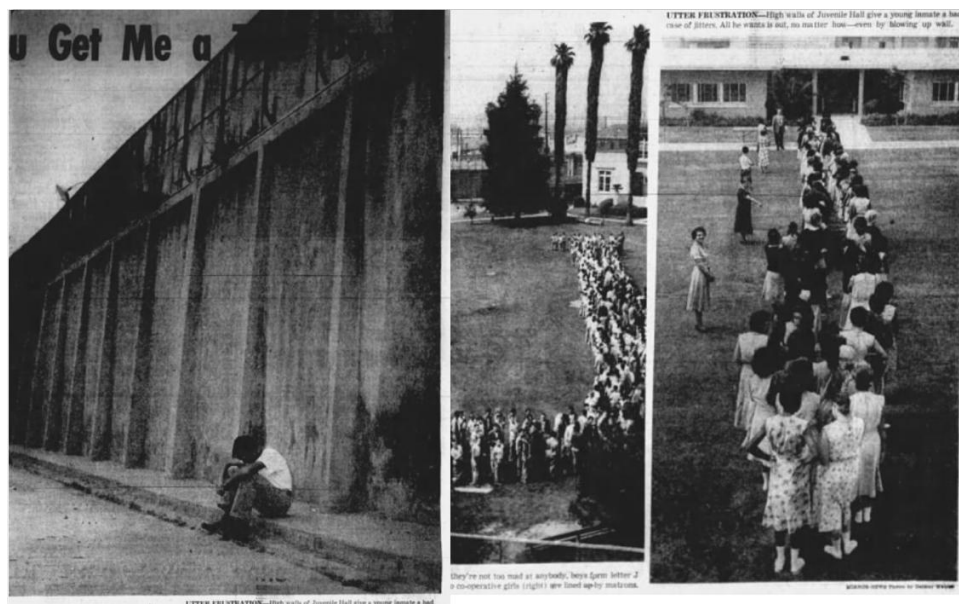


Figure 12. Photographs of children and life at Central Juvenile Hall, published in the *Los Angeles Mirror* on June 4, 1956.



Figure 13. 1964 historic aerial photograph. Courtesy of *historicaerials.com*.



Figure 14. 1972 historic aerial photograph. Courtesy of *historicaerials.com*.



Figure 15. 2026 aerial photograph. Courtesy of *Google Earth*.

3.2 WILLIAM F. STOCKWELL, ARCHITECT

William Francis Stockwell was born in 1906 and was trained in architecture at the Georgia Institute of Technology and New York University, before settling in Southern California after serving the United States Navy during World War II. After beginning his career in Los Angeles, he partnered with Jesse Earl Stanton to form the firm Stanton and Stockwell and together they focused on institutional and civic projects. The firm would eventually work with other prominent African American architects in Los Angeles in the mid-twentieth century, primarily Paul R. Williams, who joined the firm, and it was renamed Stanton, Stockwell, Williams and Wilson. Notable works from Stockwell include the planning of the Downtown Los Angeles Civic Center and the design of the buildings constructed for that area, additions and alterations to Belmont High School in Los Angeles, and student housing for the University of Southern California. William F. Stockwell, as an individual architect and as part of the Stanton and Stockwell firm, was known for use of Moderne and Mid-Century Modern styles, particularly the use of clean lines, smooth surfaces, and minimal ornamentation with the integration of indoor and outdoor spaces (*PCAD* n.d.).

4. SURVEY FINDINGS

4.1 CENTRAL JUVENILE HALL CAMPUS

The Los Angeles County Central Juvenile Hall Campus is located in the Lincoln Heights community of the City of Los Angeles, directly adjacent to and north of the Los Angeles County General Hospital campus, south of Lincoln Park, and south of the Southern Pacific Railroad tracks. Due to the nature of the campus, its boundaries are clearly defined by large concrete walls and some buildings and structures were constructed along the edge of the facility (Figures 16-17).

Because the facility was constructed to be a secure area, there are minimal entrances into the facility from the outside. There are some gated entrances along Zonal Avenue and a gated entrance from Eastlake Avenue, each wide enough to allow for the entrance of vehicles to the site. The primary entrance is through the Court and Administration building, a mid-century Modern building that faces Eastlake Avenue. Delinquent children were brought inside the courthouse side of the building and then processed through either the girls side or the boys side of the administration building and then released to either the girls side (south side) or the boys side (north side) of the campus. This flow from the interior to the exterior is still evident, where the administration section of the building integrates the indoors and the outdoors through walkways and outdoor plazas. Directly adjacent to the Court and Administrative building, and centered within the campus, is the Chapel, situated amidst a square of grass lawns, trees, and concrete pathways (Figures 18-20).

The boys side of the campus (north side) is characterized by large expanses of grass lawn, some trees, concrete pathways, and buildings and structures from various decades of construction. The oldest building at Central Juvenile Hall, constructed in the 1940s, is located in this section, as are two buildings from the 1950s, two buildings from the 1970s and one 1970s parking lot not visible from the inside of the campus, and two buildings constructed since the 1994 Northridge Earthquake in the 1990s and the early 2000s. The majority of this section is separated from the adjacent streets and adjacent lots by large 15-foot concrete walls (Figure 21).

The girls side of the campus (south side) is much smaller than the boys side. Although similarly featuring a grass lawn and concrete pathways, neither are as extensive as the examples on the boys side due to the larger number of boys held at the facility than girls at any point in time. Characterizing the girls side of campus are landscaping features such as trees and buildings from various eras of construction. Three buildings within this section are from the 1950s, and one is from the early 2000s. The majority of this section is separated from the adjacent privately owned lots by large 15-foot concrete walls (Figure 22).

In the remaining area of the campus behind, or to the west of, the center chapel are two additional buildings constructed in the 1950s. The building facing the chapel on the east is the main kitchen building, which also features concrete pathways leading into the boys side and the girls side for food delivery. To the west of the central kitchen is an additional boys dormitory building. A pool was constructed between the two buildings. Another pool is located on the campus, just to the west of the main girls campus area (Figure 23).

Only a few buildings within the campus were constructed after the main era of expansion ended in 1975. Buildings from the 1950s and the 1970s, which comprise the majority of the buildings on the campus, exhibit similar design details such as windows, roofs, and interior spaces.



Figure 16. View from interior of Central Juvenile Hall Campus, with Los Angeles General Hospital visible in background. View toward southwest.



Figure 17. View from interior of Central Juvenile Hall Campus, example of 15-foot concrete walls that surround the facility. View toward northeast.



Figure 18. Entrance into Court and Administration Building for admittance. View toward southeast.



Figure 19. Courtyard within the administration area of the Court and Administration Building, showing the integration of indoor/outdoor space. View toward southeast.



Figure 20. Chapel at center of Central Juvenile Hall. View toward northeast.



Figure 21. View of the boys side of campus. View toward southeast.



Figure 22. View of the girls side of campus. View toward northeast.



Figure 23. View of swimming pool, Central Kitchen, and Dormitory, with Los Angeles County General Hospital in the background. View toward south.

4.2 BOYS MAXIMUM SECURITY UNIT

The Boys Maximum Security Unit was designed and constructed by architect William F. Stockwell in 1952, as part of the mid-century expansion of Central Juvenile Hall. This building was constructed along the edge of the facility, parallel to Mission Road, and far removed from the other buildings constructed during this era, as most of the mid-century additions occurred to the south of the original alignment of Henry Street. This choice appears intentional as the purpose of the building was to provide space for ‘punishment’ purposes, where children were placed in individual single cells for an indefinite period of time. While some reports from staff from the era of the early 1960s indicated that children never spent more than a day in these cells, oral histories and later reports contradict those statements, where it was indicated that children were indiscriminately placed in these cells for, at times, days on end. To further relay to children that this was an area of punishment and removal from interacting with the facility, a large 15-foot concrete wall was constructed to surround the building (no longer extant), similar to the perimeter walls around the entire campus. A 1964 historic aerial reveals the presence of a walkway leading to the primary entrance of the building from the edge of the facility, indicating that the entrance to the facility was through a gate at the end of the internal 15-foot concrete wall. In addition to the single cells, the building includes two “day rooms,” which make up the two “teeth” of the building that face the rest of Central Juvenile Hall. It is not clear what purpose they initially served for the boys in this building, although it appears that they were used for additional sleeping space when the facility was overcrowded. In addition to the day rooms, single cells, and shower rooms, were four cells that in the 1960s were known as “X” units. Located at the far end of the building on either side, the four “X” units in this building were described as “soundproof” and had no bed or toilet, only the concrete walls and floor.

This symmetrical plan of the building was designed with equal space and emphasis on each side and allowed for operation of only one side if need be. This appears to be supported in some historic narratives of experiences of the building where only one half was used at a time, likely due to staffing.

Originally labeled the Boys Maximum Security Unit in the mid-century plans of the facility, it has also been referred to as a Special Handling Unit (SHU), Boys Closed Unit, and Boys Adjunct Unit. Despite the eventual removal in the 1970s of the large 15-foot wall that separated the building from the rest of the campus, it appears that the use of the building had not changed throughout the duration of operation of Central Juvenile Hall. This is supported by the 1957 and 1991 site plan maps of the building, in which it is clear it has retained its function over time (Reference Appendix Figures A.1, A.2, and A.3).

The Boys Maximum Security Unit is a single-story, rectangular building with a flat roof. It was constructed along the original alignment of Mission Street and angles northeast/southwest, with a primary façade facing the Central Juvenile Hall facility to the southeast. Breaking up the long, rectangular, primary façade are two “teeth”—rectangular rooms that project toward the center of the campus. Centered between these two rooms is the primary entrance into the facility. The exterior features concrete block walls under layers of paint, and what appear to be original casement windows with a simple profile metal frame associated with the individual interior cells. Due to the nature of the facility, these windows are hinged for ventilation only in the top section of the window, with minimal movement. The windows constructed along the façades of the “teeth” of the building (the day rooms) appear to be altered hinged casement windows, wider and more rectangular than the individual cell windows. Views from the interior of the day rooms reveal that handles are visible along the bottoms of some of the windows, presumably originally intended to allow for the opening of the window in some capacity for ventilation, as otherwise the day rooms would be entirely enclosed. However, it also appears that at some point, metal plates were welded connecting the edges of the window to the frame, preventing movement. Along the top of the roof are vertically placed corrugated metal materials adding more height to the building. This feature is visible along other older buildings within the campus and was likely implemented to prevent children from climbing to the roof (Figures 24-26).

Apart from the windows, other features visible on the primary façade include metal doors and areas for ventilation. The primary doors in and out of the facility are along the primary façade in the flat “U” shape created by the day rooms. Two main entrances are on either side of the recessed area, with doors that open out towards the extending walls. These are flat metal doors with an additional metal screen door in front, that each lead to the interior hall of the facility, and from which the various rooms of the building could be accessed. Due to the symmetrical nature of the facility, the doors provide access only to their respective sides, which can only be crossed through a single door placed in front of the central control room. There are additional doors on the far ends of the facility, at the end of the hallway, that were likely emergency doors and largely went un-used. The rear of the building reveals an additional door into the transformer room. Ventilation slats are visible on either end of the building, in a similar shape to the windows attached to the cells. These vents appear to vent air into one of the “X” units on either side (Figures 27-29).

The center of the interior space features a control office with glass windows, and doors that can be entered from either side. With views down the long hallways on either side, this was likely where the guards for this building were stationed while it was occupied. Behind the primary control room was a restroom for the guards and a locker room. The northeastern side features an additional locker room for guards adjacent to this space, and the southwestern side features a janitors closet in the corresponding mirrored space. In the area behind the control room and behind the above-described rooms for officers is a transformer room and an office room (Figures 30-31).

As previously mentioned, this building was designed to be symmetrical, and for either side to be operational independent of the other. As such, each side of the facility retains the same number of cells, the same design, and the same supporting rooms. One of these rooms, the Day Room, projects south likely for maximum sunlight as part of rehabilitation and is accessed from a single interior door facing the rear of the building. Two closets in front of the Day Room also face the rear of the facility and include a storage closet and a linen closet, each of which retains wood shelving. Both these closets face a toilet and shower room, which feature tile floors and walls. The long hallway features cells on either side, with brightly colored doors with a diagonal window slit. The interior cells feature unimproved concrete floors and a toilet and sink unit. The furniture had been removed by the time of survey; however, it is apparent from the remnants visible on the concrete floor that a bed had once been bolted in the area under the window. A metal ventilation bar was also located under the window along the wall, likely implemented around the same time that the windows were permanently bolted shut. There did not appear to be lighting fixtures in the individual cells, implying that the occupants of the cell were dependent entirely on the window for light (Figures 32-36).

The four rooms at the end of either side of the facility (totaling eight rooms) were associated with the “X” rooms and the management of those rooms. The 1992 site plan of the building reveals that the last four rooms on either side (two sets of rooms facing each other across the hallway) were not labeled as bedrooms, and in fact, had no label. Two of these rooms were closed and not visible for inspection during the survey. It was noted, however, that these doors only retained locks and did not retain a window like the other cells. These were likely the two “X” rooms. The final two rooms were open at the end of the building, revealing a different type of flooring than found at the other units, and a desk. This room also featured the only example of overhead fluorescent lighting outside of the central personnel area, the only example of sliding horizontal windows, and the only example of an outlet. These windows are found along the northeastern side of the building and additionally appear to be one of the few windows that were still functional and could slide for ventilation (Figures 37-38).

During investigations into Central Juvenile Hall by journalists during the 1960s, probation officers assured concerned citizens that the “X” units were only used in extreme psychiatric cases, where a child had to be fully separated from the rest of the population, and that a guard was placed on duty nearby to assist in the care and need of the child. The details visible in the open room next to the “X” rooms appear to be the remnants of that practice, where the desk was likely supplied specifically for a guard or counselor (the desks supplied to the children in the dormitories were bolted to the floor) and amenities such as outlets and overhead lighting were made available.



Figure 24. Boys Maximum Security Unit. View toward north.



Figure 25. Boys Maximum Security Unit, detail of primary façade facing the Central Juvenile Hall campus.



Figure 26. Detail of windows from the interior of dayroom. Windows have handles but have been bolted shut. View toward southwest.



Figure 27. Primary façade dual entrance space. View toward northwest.



Figure 28. Side entrance into the building. View toward northwest.



Figure 29. Side end of the building, with windows visible and vents for the “X” room visible. View toward northwest.



Figure 30. Interior central personnel area. View toward northeast.



Figure 31. Interior central personnel area. View toward northeast.



Figure 32. View of dayroom of Boys Secure Housing Unit. View toward southeast.



Figure 33. View of interior closet space. View toward south.



Figure 34. View of toilet and shower room. View toward north.



Figure 35. Example of a single cell within the Boys Secure Housing Unit. View toward north.

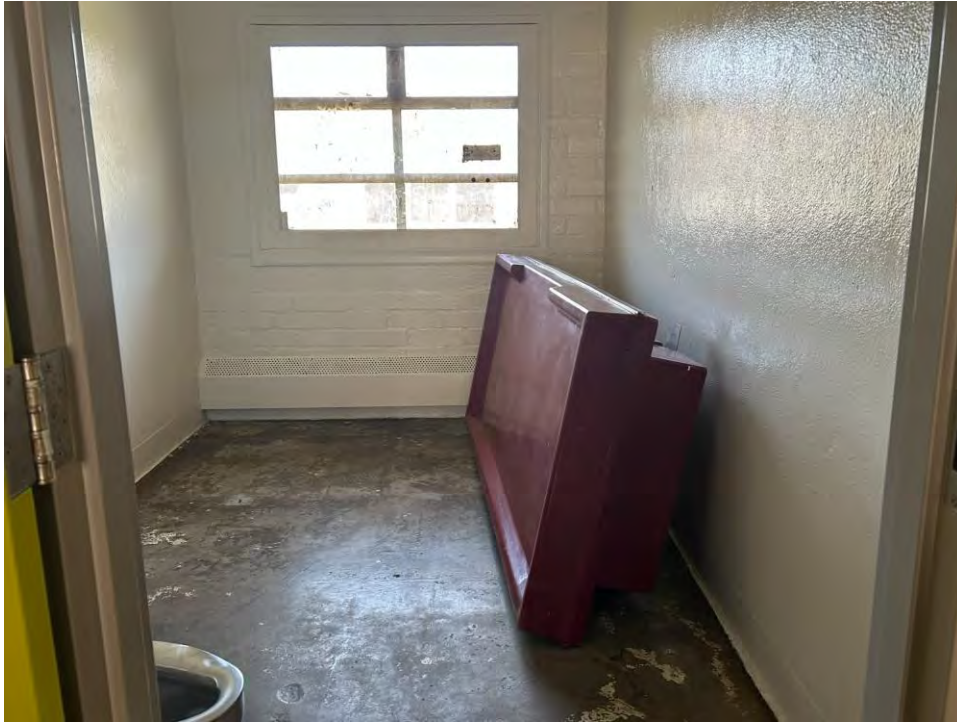


Figure 36. Example of a single cell within the Boys Secure Housing Unit. View toward south.



Figure 37. Example of the administration room, associated with the "X" rooms within the Boys Secure Housing Unit. View toward north.



Figure 38. Doors that lead into the “X” rooms visible, with no handles or no windows to the inside. View toward southwest.

4.3 MESS HALL

The Mess Hall building was designed and constructed by architect William F. Stockwell in c.1954, likely as one of the last buildings constructed in that era of expansion. It was not yet visible in the 1952 historic aerial photograph, nor was it visible in the 1954 aerial photograph that was published in the *Los Angeles Times* celebrating the construction of new buildings. Despite appearing for the first time in a 1957 plan map of Central Juvenile Hall, the accompanying article to the 1954 *Los Angeles Times* photograph discussed the presence of a central kitchen that transported meals to “small dining rooms,” indicating that the Mess Hall was either already constructed or was planned for upcoming construction, as the expansion of the facility officially ended in 1954. Thus, the construction date of the building was determined to be c.1954.

The Mess Hall’s placement within the grounds may today seem random or associated with the nearby Maximum Security Unit due to the proximity between the two. However, an analysis of the location of the buildings on the site from a 1964 aerial reveals the intentionality behind the placement of the building. At that time, the campus of Central Juvenile Hall was divided laterally by gender, with boys housed within the north part of campus (generally above the old alignment of Henry Street) and girls housed within the southern part of campus (generally below the old alignment of Henry Street). The majority of the buildings on the boys side of campus in this era were constructed between 1912 and 1946, with the exception of the Mess Hall and the Boys Maximum Security Unit. The Boys Maximum Security Unit was additionally separated from the facility behind an internal 15-foot concrete wall, against which the Mess Hall building was constructed. The Mess Hall and exterior walls of three other buildings together created the “walls” of a square, the inside of which was a hybrid baseball/football field for recreation. The 1929 Boys School building comprised the north wall of the square, the southeast wall was the 1929 Hospital building, the southwest wall was the 1929 Boys Dormitory, and square was enclosed to the northwest with the construction of the Mess Hall. Half of the recreation area created by these buildings was a flat concrete surface (likely a basketball court or similar recreational amenity). Because the facility was also divided by gender, the girls were given the south side of Central Juvenile Hall with the newest buildings, and the boys side nearly exclusively retained the old buildings for continued use. As such, in the mid-century layout of the facility, the Mess Hall occupied a prominent and convenient location for the boys, who likely entered this side of the facility through the 1929 Hospital Building, and likely thought of the baseball field and square “courtyard” that the buildings created as the center of their side of the facility.

The 1957 plans of Central Juvenile Hall described this building as a mess hall. The Mess Hall was designed to support the operations of the facility at the time of its construction, which at the time had implemented a policy that children were placed in smaller groups of 20, through which they as a unit would interact with the facility and its programs. With this in mind, the Mess Hall was likely constructed to support only a few of these groups of boys at a time and was never intended to support large groups or the entire population of boys at the facility. The Mess Hall likely shifted function upon the construction of the 1975 Boys Dormitory which included dining accommodations for the boys and was likely a more centralized and convenient area for dining. This is supported by the 1974 site plans which still referenced the building as a Mess Hall, and the 1992 plan of the building, which by then was referred to as the “pantry” (Reference Appendix Figures A.1, A.2, and A.4).

Although the original plans of the interior of the building were not available, the placement of exterior doors and the remnant walls indicate renovations have occurred in the interior since it was first used as a mess hall. Because the main kitchen prepared meals to be delivered and eaten in another building across the campus, the door facing southeast toward the field was likely the original personnel door, which is supported by the 1992 plan of the building that appears to have maintained that function. Through those doors one would encounter bathrooms for both genders and a locker area. The other eight doors were likely for the boys, and it is very likely that each door led into a dining area for the small groups of boys. This

layout was likely altered when the use of the building changed, and the minimal funds to properly enact these changes explain the present odd corners and maze-like floorplan of the building.

While the original plans of Central Juvenile Hall described this building as a mess hall, it was labeled as a “pantry” building in the 1992 building plans and appears to have played a number of roles in support of the youth at the facility. At the time the building plans were drawn, it featured offices (presumably for counselors), a classroom, storage areas, workshop areas for the youth, and what is referred to as “Al Jones Office” and “Al Jones Store,” named in honor of the former Probation director. The “Al Jones” program was an incentive program, where children who participated in the recreation programs the facility offered or otherwise exhibited good behavior would get stamps or tokens that could be redeemed at the “Al Jones Store” for rewards. This may be where the nomenclature of the “pantry” came from to describe the building, as it otherwise appears to have primarily been administrative after the late 1970s.

The Mess Hall is a one-story building with a front-gable roof, and concrete block walls. The primary façade faces southeast toward the landscaped grass lawn and features multiple exits and entrances along all sides. There are casement, simple profile windows with a metal frame along the old “dining room” areas, with top hinges to allow ventilation. These windows are original and appear to be the same size and use the same materials as the windows of the Maximum Security Unit; however, due to the difference in function of the two buildings, they do not have as many security measures enacted and appear to all be reasonably functional. Centered, smaller, horizontally sliding windows supply light into the center, original personnel area, of the building. The eight doors intended to be the juvenile entrances into the building are composed of wood with metal handles and appear to be original. The roof material was not visible upon survey; however, contemporary aerials reveal it to be asphalt tarp. The roof extends past the walls of the building creating wide eaves and shading, and there is a ventilation panel in the under-eave of the rear and primary façades (Figures 39-40).

The interior of the original dining rooms areas feature asbestos tile flooring (and one carpeted room with asbestos tile flooring underneath) and a drop-down asbestos tile ceiling with fluorescent lighting. Some doors and walls in between the rooms and spaces appear to be original, and others appear to have been constructed later upon changing use of the building. There is an area in the center of the building that features plaster walls and ceilings, and red tile flooring. This is likely the area where the food that was provided for the boys was stored and/or plated, although it appears to have been modified over time with the construction of walls and the addition of rooms. Remaining utilities indicate that while the interior of the building was equipped for electricity, as a mess hall, interior lighting was minimal. This led to the addition of outlets in many of the converted offices, and the need for light fixtures (likely on a very minimal budget) led there to be outdoor floodlights in the corners of some of the offices (Figures 41-45).



Figure 39. View of primary and side façades. View toward east.



Figure 40. Side façade and detail of windows. View toward east.



Figure 41. Interior of Mess Hall, view of dining area and asbestos tile floor. View toward northwest.



Figure 42. Interior of Mess Hall, view of old kitchen/food preparatory area. View toward northwest.



Figure 43. Interior of Mess Hall, view of old dining area. Asbestos tile visible under carpeted floor. View toward north.

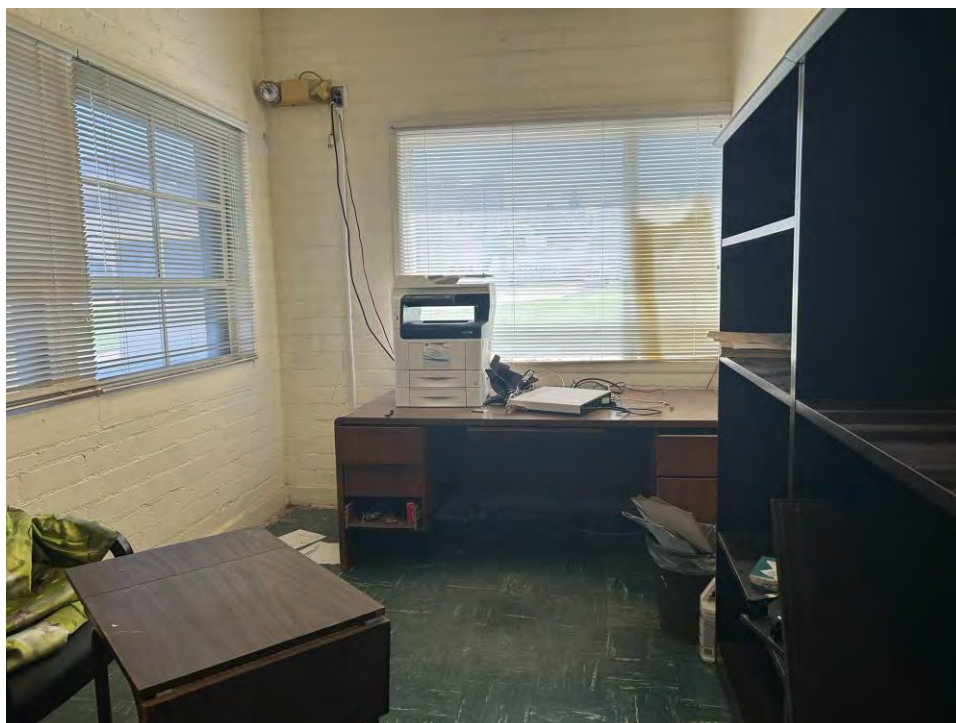


Figure 44. Interior of Mess Hall, view of converted office area. Note floodlights installed in the corner. View toward southeast.



Figure 45. Interior of Mess Hall, view of windows and doors from inside. View toward northeast.

4.4 WAREHOUSE

The Warehouse building was constructed as part of a c.1946 expansion to support dependent, or foster, children in separate facilities than the “delinquent” children housed at Central Juvenile Hall. In 1912, when the first Juvenile Hall building was constructed, both delinquent and dependent children were kept in the same building, albeit in separate wards. This was likely a problematic arrangement that was resolved by the 1929 expansion of the facility with the construction of a separate cottage in the northeast corner of the grounds. Known as the “Junior Cottage,” this building was separated entirely from the rest of the site by an internal 15-foot concrete wall in some areas and in other areas a chain-link barbed fence. This building was described as a two-story structure with wood interior and was flagged in 1940 as a “fire trap,” with the County fire warden urging immediate attention be paid to the matter for the safety of the children who were housed there (*Los Angeles Evening Citizen News* 1940). This, coupled with the ever-increasing population of delinquent and dependent children, likely was the impetus for the construction of what would be called the “Julia Lathrop Cottage,” which was opened and dedicated to Julia Lathrop in 1946. In addition to the new cottage building (which featured a dining room, play room, kitchen, bathroom, and 14 sleeping rooms) the Sanborn maps note other buildings for dependent children were constructed within this complex including a nursery, warehouse, and clinic (*Los Angeles Times* 1946). The Sanborn Map additionally notes the presence of a residence, although the association of the residence to the Julia Lathrop Cottage complex is uncertain. Additionally, the Sanborn Map indicates that at that time the entire complex was behind a 15-foot wall, separating the delinquent grounds from the dependent grounds (Sanborn Map Company 1951).

The Julia Lathrop Cottage complex did not change in the 1952 historic aerial photograph, although by 1954, the *Los Angeles Times* announced the construction of a new building, on the other side of the campus along Biggy Street, that was to take the name of Julia Lathrop Hall and be the primary care center for dependent/foster children. As a result, and likely to avoid confusion, the Julia Lathrop Cottage constructed in 1946 was then re-named the Junior Cottage. As a result of the expansion of the grounds that occurred between 1952 and 1954, the new facilities constructed to support dependent children, and the construction of the Boys Maximum Security Unit in the vicinity of the original location of the complex, many of the original supporting buildings to the former Julia Lathrop Cottage complex were demolished. The 1957 site map of the Central Juvenile Hall facility indicates that the only remaining buildings from the original complex were the Junior Cottage (formerly the Julia Lathrop Cottage) constructed in 1946 and the Warehouse building. The area northeast of the complex was at this time reflective of the building’s use for young children, with a sand box and a teeter-totter. At that time, the Warehouse building still only supported the Junior Cottage (formerly Julia Lathrop Cottage), as it was separated from the delinquent side of the campus by chain-link fencing in some areas and concrete walls in others. The Junior Cottage and surrounding area were eventually demolished around 1967, when construction began on the new Boys School building and the two-story parking lot that would occupy the space. The only exception was the Warehouse building, which is now the oldest building still standing within the Central Juvenile Hall site. The Warehouse building was likely incorporated into the “delinquent” side of the Central Juvenile Hall site with the opening of the new Boys School in 1972.

As evidenced from its original footprint when it first appeared in the updated Sanborn Map of Central Juvenile Hall, the building has been renovated several times. In its first iteration, as visible in the updated Sanborn Map and the 1948 historic aerial photograph, it appeared to be attached to the nursery building, although it is unclear if the buildings were internally connected or simply shared a common wall. The updated Sanborn Map additionally identifies the Warehouse building as retaining a cantilever roof on the side facing the Juvenile Hall site, a feature that appeared to be extant in a 1957 historic photograph where the gable of the building is apparent. This is additionally confirmed in the 1957 site plan of Central Juvenile Hall, which identifies a gate (not a door) along the roofline of the building, in the same general area as one of the present entrances into the building, facing the campus. The interior of the building was likely renovated in tandem with the construction of the new Boys School, in which its use changed from

warehouse to a multi-purpose room. This is likely when the porch area created by enclosing the area where the cantilever roof previously extended, as the 15-foot walls surrounding the Boys Maximum Security Unit were also removed and the boundary of the facility was re-defined to incorporate the old Julia Lathrop Cottage complex space. These changes allowed the Warehouse to be directly accessible to children for the first time. Plans of the building were made available, and although undated, appear to have been drawn at the same time as other available plans, which were drawn in 1992. These plans indicate that the building was referred to as a storage building, and one side was used by the children as a game room, and the other side was used by personnel for various purposes. The children's side included a room that acted as a theater, and the personnel side included a cold storage room, an office with an attached toilet and shower, and a gardener's room, with a door accessible from the outside. These plans, along with the on-site survey of the building, confirm the once-extant cantilever roof through the continued presence of load-bearing columns within the building that mark the original end of the building. This building was completely renovated again in recent years, likely around 2014 when the adjacent substation to the northeast of the building was constructed. This renovation likely removed the once-extant gable roof of the building, and added amenities not found in the other older buildings on the site, such as non-fluorescent overhead lighting and air conditioning (Reference Appendix Figures A.1, A.2, and A.5).

One final interesting detail to note that reveals the age of the building is the placement of windows (with the exception of one modern window by the primary entrance into the building). The windows are only found on the northwestern side of the facility. This is because when the building was first constructed, a large 15-foot concrete wall separated the delinquent campus from the dependent campus. Constructing windows that would face a wall made little sense, and therefore windows were only placed on the side that faced, at the time, landscaping and other small support buildings. Then, when the Boys Maximum Security Unit was constructed, it was designed around the warehouse building, with enough space initially for the construction of a tall chain-link fence, before the building was incorporated into the delinquent side of the campus. Additionally, the function of the rooms are indicated by the window types. The original double-hung vertical-sliding windows indicate rooms used by personnel as the windows never had to be secured or bolted to prevent misuse from delinquent youth. On the other hand, the game room area features fixed windows that appear to date to the late mid-century, when the building was modified to provide a game room and theater for the delinquent children.

The Warehouse building is one-story with stucco exterior cladding on all sides and a flat roof that was obscured by vertical corrugated metal plates (seen on other old buildings throughout the facility and likely implemented to prevent youth from climbing onto the roof). Medium extending eaves on the northwest side reveal some wood rafters, and the addition of protective wood planking along the eaves indicates that the roof had been modified or changed in some capacity—likely when the gable of the roof was removed. Windows are only present on the side facing northeast, and a gutter system appears to have been recently installed on this side as well (again, likely when the gable roof was removed). The primary façade appears to be the side that faces the campus. While the northwestern side features windows and no doors, the southeastern side features doors but no windows. All the doors are replaced, flat, metal doors. One door on this side leads to the game room/theater area, and the other door features an ADA compliance ramp and leads into the personnel area. Another entrance to the building is on the southwest side, and features a replaced, flat, metal door and a new fixed window (Figures 46-48).

Despite being the oldest building in the Central Juvenile Hall facility, the interior of the building is the most modern, as it features the most recent renovations. The ceiling and walls were modernized and are composed of plaster with direct overhead lighting and central air conditioning. The floors are composed of laminate vinyl flooring designed to have the appearance of wood. The theater room, noted in the 1992 plans of the building, is extant, and features carpeted flooring as well as stepped ledges for seating. The personnel rooms have been completely altered and remodeled, and now support a much smaller office space, a room for the air conditioning unit, and an expanded bathroom and shower area (Figures 49-53).



Figure 46. Side façade of Warehouse, to be accessed from juvenile delinquents. View toward northeast.



Figure 47. Detail of entrance to Warehouse building, with gate visible and Boys Maximum Security Unit in background. View toward northeast.



Figure 48. Side of Warehouse facing the Boys Maximum Security Unit. Note, this is the only side of the building with (historic era) windows. View toward northeast.

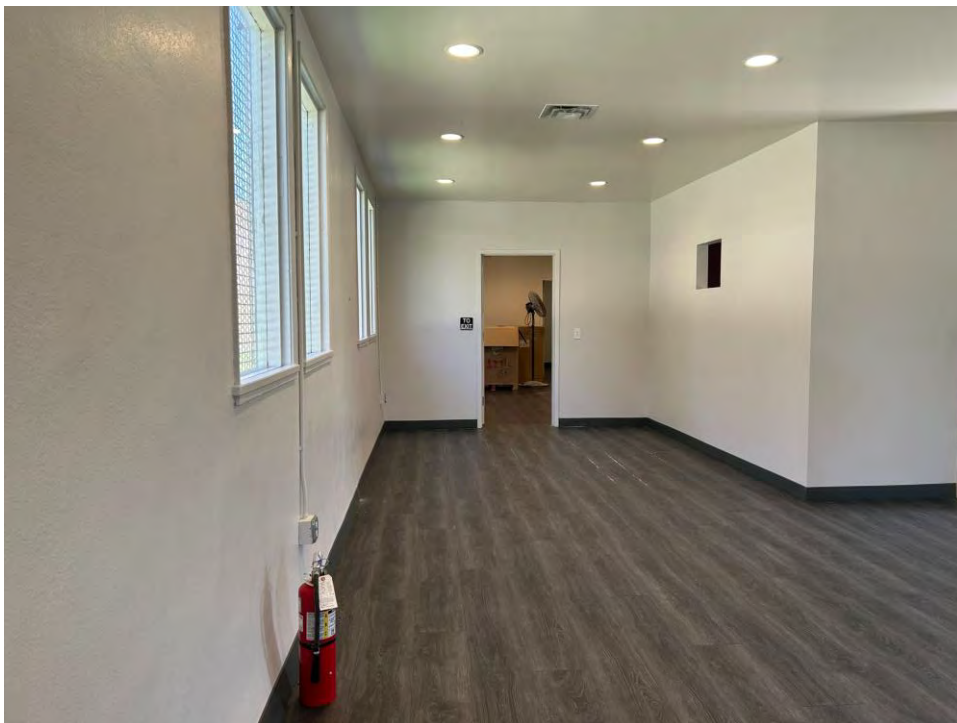


Figure 49. Interior of Warehouse, view of game room side for delinquent children. View toward northeast.



Figure 50. Interior of Warehouse, view of entrance into the game room side of the building for delinquent children. View of theater room. View toward east.



Figure 51. Interior of Warehouse, view of the theater room. View toward north.



Figure 52. View of interior of Warehouse, view of game room side of building for delinquent children.



Figure 53. View of interior of Warehouse, view of personnel side of building. Note original, double hung, sash windows.

5. ELIGIBILITY CRITERIA

5.1 CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Districts, sites, buildings, structures, and objects are assigned historical significance based on their exceptional value or quality illustrating or interpreting the heritage of Los Angeles or the United States in history, architecture, archaeology, engineering, and culture. A number of criteria are used in demonstrating resource importance. Specifically, criteria outlined in the CRHR and Los Angeles County Landmarks and Historic Districts are similar and provide the guidance for making such a determination.

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. The criteria established for eligibility for the CRHR are directly comparable to the national criteria established for the NRHP.

To be eligible for listing in the CRHR, a building, object, or structure must satisfy at least one of the following four criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- 2) It is associated with the lives of persons important to local, California, or national history.
- 3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- 4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Historical resources eligible for listing in the CRHR also must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. For the purposes of eligibility for the CRHR, integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance” (California Office of Historic Preservation 2001). This general definition is generally strengthened by the more specific definition offered by the NRHP—the criteria and guidelines on which the CRHR and City of Fresno Historic Preservation Ordinance are based.

Integrity

To be eligible for listing in the NRHP, a property must retain sufficient integrity to convey its significance. NRHP Bulletin 15 establishes how to evaluate the integrity of a property: “Integrity is the ability of a property to convey its significance.” The evaluation of integrity must be grounded in an understanding of a property’s physical features and how they relate to the concept of integrity. Determining which of these aspects are most important to a property requires knowing why, where, and when a property is significant. To retain historic integrity, a property must possess several, and usually most, aspects of integrity:

1. **Location** is the place where the historic property was constructed or the place where the historic event occurred.
2. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.
3. **Setting** is the physical environment of a historic property and refers to the character of the site and the relationship to surrounding features and open space. Setting often refers to the basic

physical conditions under which a property was built and the functions it was intended to serve. These features can be either natural or manmade, including vegetation, paths, fences, and relationship between other features or open space.

4. **Materials** are the physical elements that were combined or deposited during a particular period or time, and in particular pattern or configuration to form a historic property.
5. **Workmanship** is the physical evidence of crafts of a particular culture or people during any given period of history or prehistory and can be applied to the property as a whole, or to individual components.
6. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, when taken together, convey the property's historic character.
7. **Association** is the direct link between the important historic event or person and a historic property.

5.2 COUNTY OF LOS ANGELES LANDMARK CRITERIA

This County of Los Angeles Landmark Criteria outlined in the Historic Preservation Ordinance closely parallel guidelines established by the National Park Service and the California Office of Preservation for determination of eligibility for listing on NRHP and the CRHR. In addition, the seven aspects of integrity, as defined by the NRHP (National Park Service 1997), are applied to ensure that the property is able to convey its historical significance.

Criteria for Designation of Landmarks and Historic Districts (Part 28 of Chapter 22.52.3060 of the Los Angeles County Code of Ordinances (Ord. 2015-0033 § 3, 2015; referred to herein as the Historic Preservation Ordinance) are as follows:

- A. A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:
 1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;
 2. It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;
 3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
 4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
 5. It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;
 6. If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
 7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with an historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.
- B. Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in subsection A of this Section and exhibits exceptional importance.

- C. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under subsections A or B of this Section.
- D. Historic districts. A geographic area, including a noncontiguous grouping of related properties, may be designated as an historic district if all of the following requirements are met:
 - 1. More than 50 percent of owners in the proposed district consent to the designation;
 - 2. The proposed district satisfies one or more of the criteria set forth in subsections A.1 through A.5, inclusive, of this Section; and
 - 3. The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

5.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA Section 15064.5 *Determining the Significance of Impacts to Archeological and Historical Resources* requires that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects to historical resources. Historical resources are recognized as part of the environment under CEQA. It defines historical resources as “any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.”

Lead agencies have a responsibility to evaluate historical resources against the CRHR criteria prior to making a finding as to a proposed Project’s impacts to historical resources. Mitigation of adverse impacts is required if the proposed Project will cause substantial adverse change to a historical resource. Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired. While demolition and destruction are fairly obvious significant impacts, it is more difficult to assess when change, alteration, or relocation crosses the threshold of substantial adverse change. The CEQA Guidelines provide that a Project that demolishes or alters those physical characteristics of an historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource’s significance. The CRHR is used in the consideration of historical resources relative to significance for purposes of CEQA. The CRHR includes resources listed in, or formally determined eligible for listing in, the NRHP, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the CRHR and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise.

Generally, a resource shall be considered by the lead agency to be a “historical resource” if it:

- 1. Is listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (PRC Section 5024.1, Title 14 CCR, Section 4850 et seq.).

2. Is included in a local register of historical resources or is identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the PRC.
3. Is a building or structure determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

6. EVALUATION OF HISTORICAL SIGNIFICANCE

6.1 PREVIOUS EVALUATIONS

Research did not reveal that the three buildings identified for demolition, or the campus of Central Juvenile Hall, were ever evaluated for the Los Angeles County Register of Landmarks and Historic Districts, the CRHR, or the NRHP. ASM consulted the Built Environment Resources Directory (BERD), which maintains resources in the Office of Historic Preservation's inventory. The Central Juvenile Hall campus was not listed, nor were any of the individual buildings.

6.2 CALIFORNIA REGISTER OF HISTORIC RESOURCES EVALUATION

ASM investigated the potential of a historic district within the campus of Los Angeles County Central Juvenile Hall Campus for the purposes of this project, located within the Lincoln Heights neighborhood of the City of Los Angeles and considered whether it was eligible under the theme of Social History. First developed as a juvenile hall for delinquent youth in 1912, it has been used continuously as a central location for the juvenile court rooms, the offices of juvenile probation officers, provided dormitories for children awaiting trial or rehabilitation placement, and offered support through opportunities for school and treatment through an on-site hospital building. As Los Angeles County became one of the most populous counties in the state, the facilities needed to properly support delinquent youth in the county grew, resulting in the frequent development and expansion of the site throughout the twentieth century. ASM considered the extant buildings within the Central Juvenile Hall campus and their association with the rehabilitation of delinquent youth.

ASM then considered the boundaries of the potential historic district for the purposes of this project. Presently, Central Juvenile Hall is bound by Eastlake Avenue on its northwest side (formerly Mission Road before it was realigned), Eastlake Avenue on its northeast side, Biggy Street on its southeast side, and Zonal Avenue on its southwest side. These boundaries are the result of several eras of expansion that occurred between 1912 and 1952. The initial 1912 location faced only Eastlake Avenue and was surrounded on either side by residential housing, expanded in the 1920s to the northwest and southeast to reach Mission Road and Henry Street, and eventually expanded in the 1950s past Henry Street to Biggy Street, and to the southwest border of Zonal Avenue (although there is still privately owned property on some of the lots along Zonal Avenue and Mission Road). Because the present site boundaries are consistent with the boundaries of the last era of mid-century expansion, which include the original boundaries of the site, ASM defined the historic district boundary as the present boundaries of Central Juvenile Hall. A 15-foot concrete wall physically defines much of that boundary, although the campus includes some buildings, such as the Court and Administration Building, that are outside the wall.

ASM then considered the period of significance for the potential historic district for the purposes of this project. The origins of Central Juvenile Hall began in 1912 with the construction of a new building to support delinquent youth and the passing of new laws within Los Angeles County which stipulated that juveniles were no longer to be sent to adult facilities. The 1912 Juvenile Hall building reflected the early-era progressive methods of rehabilitating juvenile delinquency, which was the impetus for continued development of the site in 1929 and offered delinquent children progressive-era schooling and psychological examination. Many of the early 1912-1929 buildings remained for many years, well into the mid-twentieth century, and thus ASM considered 1912 to be the beginning of the period of significance. In the following years, the Los Angeles County Board of Supervisors became increasingly concerned with overcrowding and developing ways to prevent delinquent youth from returning to the juvenile court system, this time with an emphasis on punishment as rehabilitation. This ushered in the expansive mid-century

development of the site and expansion of Central Juvenile Hall to its present boundaries. In this era, the site continued to use both the new mid-century buildings and older buildings to support delinquent youth. External pressures eventually resulted in a re-focus of the rehabilitation of juvenile youth, leading to continued improvements of the site that culminated with the construction of a new Boys School (1972) and Dormitory (1975). The Boys Dormitory was the last building constructed, and the last improvement to the site, until the 1990s due to severe budget cuts. As such, ASM considered 1975 to be the end of the period of significance (Figures 54-57).

The boundaries of the potential historic district contain buildings constructed between c.1948 and 2003, the majority of which are potential contributors to the potential historic district. The few buildings constructed after 1975 (the end of the period of significance), are not confined to one area of the campus, but rather interspersed among the older buildings. For the purposes of this evaluation report, the contributing buildings within the potential Los Angeles County Central Juvenile Hall Campus Historic District are the buildings extant during the period of significance that directly contributed to the rehabilitation of delinquent youth that occurred on the site and that retain integrity to the end of the period of significance (1975). This would likely include the majority of the buildings constructed between 1952 and 1954, including: the Boys Maximum Security Unit, the Mess Hall, the Chapel, the Main Kitchen, the Boys Dormitory, the Court and Administration Building, the Girls Maximum Security Unit, and the Girls School Building. Contributors to the potential historic district would also likely include the buildings constructed beginning in the 1960s through the 1970s including the Boys Dormitory (1975) and the Boys School (1972).

While not prominent within the campus, minor structures and features found throughout the facility are present and are considered contributing for the purpose of this evaluation. This includes the two swimming pools, landscape features such as the grass lawns and trees, the large concrete boundary walls that surround the facility, and the paved walkways/circulation patterns between the buildings on the northwest side of the campus.

Non-contributing buildings and structures within the potential Los Angeles County Central Juvenile Hall Campus Historic District for the purposes of this project include buildings constructed outside the period of significance and include buildings and structures that did not directly support the rehabilitation methods of juvenile youth within the facility. This includes the c.1942 Warehouse building as it was constructed as a secondary support building not directly associated with rehabilitation and was constructed to support the dependent/foster children on the site. It also includes the 1972 Parking Garage, as the structure is not directly associated with the rehabilitation of delinquent children. Other major buildings constructed outside of the period of significance include the Medical Building (constructed 1995), and two Bed Housing Units (constructed 2003). A Dormitory constructed in 1990 was not considered because it was constructed to support dependent/foster children and is not directly associated with the rehabilitation of delinquent children. Similarly, a two-story parking structure constructed in 2003 was not considered.

Some non-contributing secondary buildings and structures were identified during the brief survey of the Central Juvenile Hall site. Examples include a small guard house constructed in the late 1990s, a small sub-station and shed covering constructed in the 2010s, and other improvements such as parking lots and gates that have been added since the end of the period of significance. These are considered non-contributing within the Los Angeles County Central Juvenile Hall Campus Historic District for the purposes of this project.

Although a full survey of the potential Los Angeles County Central Juvenile Hall Campus Historic District was not completed, from the reconnaissance survey of the campus and the extensive research that was conducted on the history and development of the site, for the purposes of this project ASM recommends that the potential historic district is eligible for listing in the CRHR under Criterion 1 for significance under the theme of Social History. The presence of a separate probation system for juveniles in Los Angeles

County reflects the early progressive-era methods and rehabilitation efforts enacted toward delinquent youth, particularly as the U.S. Supreme Court case that required separate legal systems for juveniles and adults on a national scale would not pass until about six decades later (reflected in the campus with the construction of buildings in the 1970s). Thus, Central Juvenile Hall is an important early site in the history of juvenile justice; the first use of the term ‘juvenile hall’ to mean a center of youth probationary efforts originated here. The continued expansion of Central Juvenile Hall mirrored the continued expansion of Los Angeles County and continued to reflect the various methods of juvenile rehabilitation efforts throughout the twentieth century. Each expansion and each new major construction enacted on the site is reflective of the preferred method of juvenile delinquent treatment at the time of its construction. Thus, the extant buildings at Central Juvenile Hall reflect nearly a century of changing methods and approaches to delinquent youth, which have had an impact on generations of children from Los Angeles County. The Los Angeles County Central Juvenile Hall Campus Historic District is therefore strongly associated with and representative of the theme of Social History in a local and state context and is therefore presumed eligible under CRHR Criterion 1 for the purposes of this project.

The Los Angeles County Central Juvenile Hall Campus does not represent the productive life and career of any single, specific person. Many people who may be considered historically significant individuals may have interacted with the site at some point in time; however, research did not identify specific individual associations strong enough to warrant historic significance, and therefore the potential historic district is recommended not eligible under CRHR Criterion 2 for the purposes of this project.

ASM then considered potential eligibility of the historic district under CRHR Criterion 3 for the purposes of this project. Nearly all the buildings at the Central Juvenile Hall site constructed within the period of significance (with the exception of the Court and Administrative Building and the Chapel) are utilitarian in design and therefore retain no associations to any specific architectural design or movement. The campus is also not eligible for association with a master architect. The expansion that occurred on the site between 1952 and 1954 was designed by Los Angeles architect William F. Stockwell, whose design for the new campus incorporated the buildings that were already present on the site, which at the time featured buildings constructed between 1912 and 1948. While Stockwell could be considered a master architect, this campus is not a good example of his work, as other civic improvements constructed around the same time can better relay the design qualities for which he became known for. Although he designed the majority of extant buildings on the campus, there are several examples of buildings constructed during the period of significance designed by other architecture firms or architects. ASM additionally did not identify any historically significant methods of construction, as the buildings appear to have been constructed with standard methods and standard materials. Therefore, the potential historic district is recommended not eligible under CRHR Criterion 3.

Finally, the Los Angeles County Central Juvenile Hall Campus includes several building types, many of which reflect common designs and whose function, use, design, and construction are readily apparent and therefore do not have the potential to provide information about history or prehistory that is not available through historic research. The potential historic district is therefore recommended not eligible under CRHR Criterion 4.

ASM then considered whether the three buildings proposed for demolition are contributors to the potential Los Angeles County Central Juvenile Hall Campus Historic District:

The **Boys Maximum Security Unit** was constructed in 1952 and was directly associated with the methods used to rehabilitate juvenile delinquents, exemplified with its double row of individual single cells/rooms. It was used as a maximum security unit from the time of its construction through the end of the period of significance and beyond. It is therefore considered a contributor to the potential historic district. The Boys Maximum Security Unit has not been significantly altered or

improved since the end of the period of significance, and many of the character-defining features of the building have been retained, including the original windows and doors. The interior space has not been significantly altered, and the original design intention has been retained. Additionally, the building still faces the Central Juvenile Hall campus and can clearly relay its function as a site of rehabilitation for juvenile youth. As such, the Boys Maximum Security Unit retains sufficient integrity of location, setting, materials, feeling, association, design, and workmanship.

The **Mess Hall** was constructed c.1954 and is associated with the methods used to rehabilitate juvenile delinquents. It was used as a mess hall and dining area from the time of its construction through the end of the period of significance and was renovated to perform a different function after the end of the period of significance. Therefore, it is considered a contributor to the potential historic district. The Mess Hall has not been significantly altered since the end of the period of significance, and many of the character-defining features have been retained, including the original doors, floors, and windows. While it appears that some renovations have occurred in the interior, the original flooring has been retained in many rooms in addition to original windows. Additionally, the building remains in a central location within the campus and can clearly relay its function as a building associated with the rehabilitation of juvenile youth. As such, the Mess Hall retains sufficient integrity of location, setting, materials, feeling, association, design, and workmanship.

The **Warehouse** was constructed c.1948, and although it was constructed during the period of significance, was not directly associated with nor did it contribute to the methods used to rehabilitate juvenile delinquents. The Warehouse was constructed to support the Julia Lathrop Cottage complex and was separated from the juvenile delinquent campus by fencing. The renovations of the building that incorporated it into the campus for juvenile delinquents occurred after the end of the period of significance. Therefore, it is not considered a contributor to the potential historic district.

A full survey and evaluation of the potential Los Angeles County Central Juvenile Hall Campus Historic District would be required to provide a full list of the contributing and non-contributing resources of the extant buildings and structures within the campus. Only after full survey and research of all of the buildings on the campus could a definitive evaluation be made as to which buildings directly contributed to the methods of rehabilitation of juvenile delinquents on the site. Further survey would additionally be needed to assess the integrity of those buildings in order to assess whether the building would be contributing or non-contributing to the potential district.

6.3 LOS ANGELES COUNTY REGISTER OF LANDMARKS AND HISTORIC DISTRICTS EVALUATION

The Los Angeles County Register of Landmarks and Historic Districts (Los Angeles County Register) criteria closely mirror the CRHR.

ASM assessed whether the potential Los Angeles County Central Juvenile Hall Campus Historic District meets the requirements for the purposes of this project. The site of Central Juvenile Hall in Los Angeles reflects the history of juvenile incarceration and rehabilitation in a local and state context, representing the development and changing methods of treatment through time. It exists as an important reflection of the treatment of juvenile delinquents in Los Angeles County across multiple generations, and as such, meets the Los Angeles County Register criteria A.1.

The property was not identified to be associated with the lives of persons who are significant in local, state, or national history (Criterion A.2). The property was not found to embody distinctive characteristics of a style, type, period, or method of construction, and is not an example of indigenous materials or craftsmanship, nor was the property found to be the notable work of a builder, designer, or architect (Criterion A.3). The property has not yielded nor is likely to yield information important locally in prehistory or history (Criterion A.4). The property is additionally not listed or has been formally determined eligible for the NRHP or the CRHR (Criterion A.5).

The Los Angeles County Register retains additional criteria for the eligibility of a historic district. For the purposes of this project, the potential Los Angeles County Central Juvenile Hall Campus Historic District meets the criterion requirements (D.1) as it exhibits a concentration of historic buildings that contribute to each other and unified aesthetically by plan and physical development. Each building within the potential Central Juvenile Hall Historic District was constructed for and is related to the rehabilitation of juvenile delinquency and was intentionally constructed for that purpose on the campus.



Figure 54. Extant buildings as visible in the 1948 historic aerial photograph, organized by era of construction.

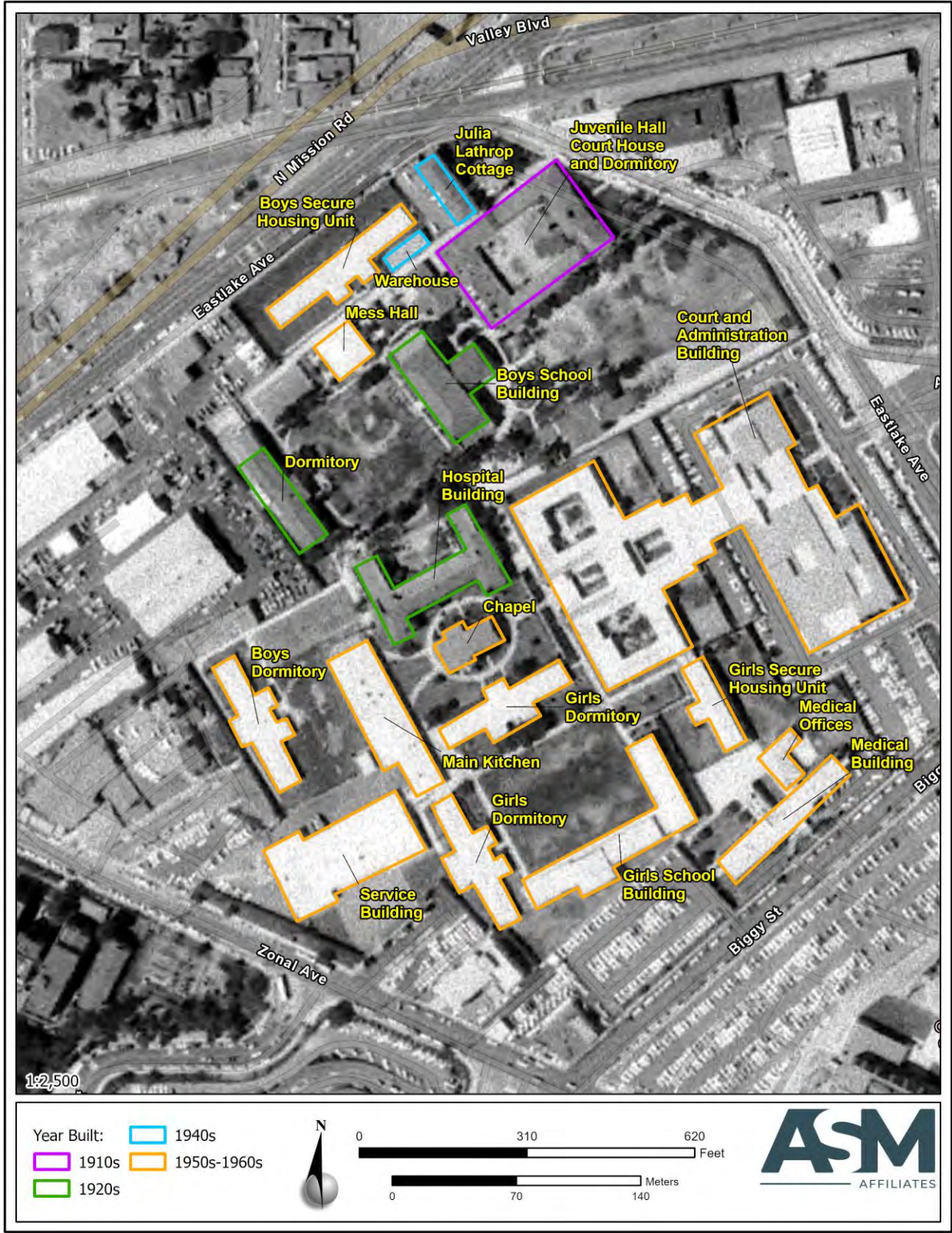


Figure 55. Extant buildings as visible in the 1964 historic aerial photograph, organized by era of construction.

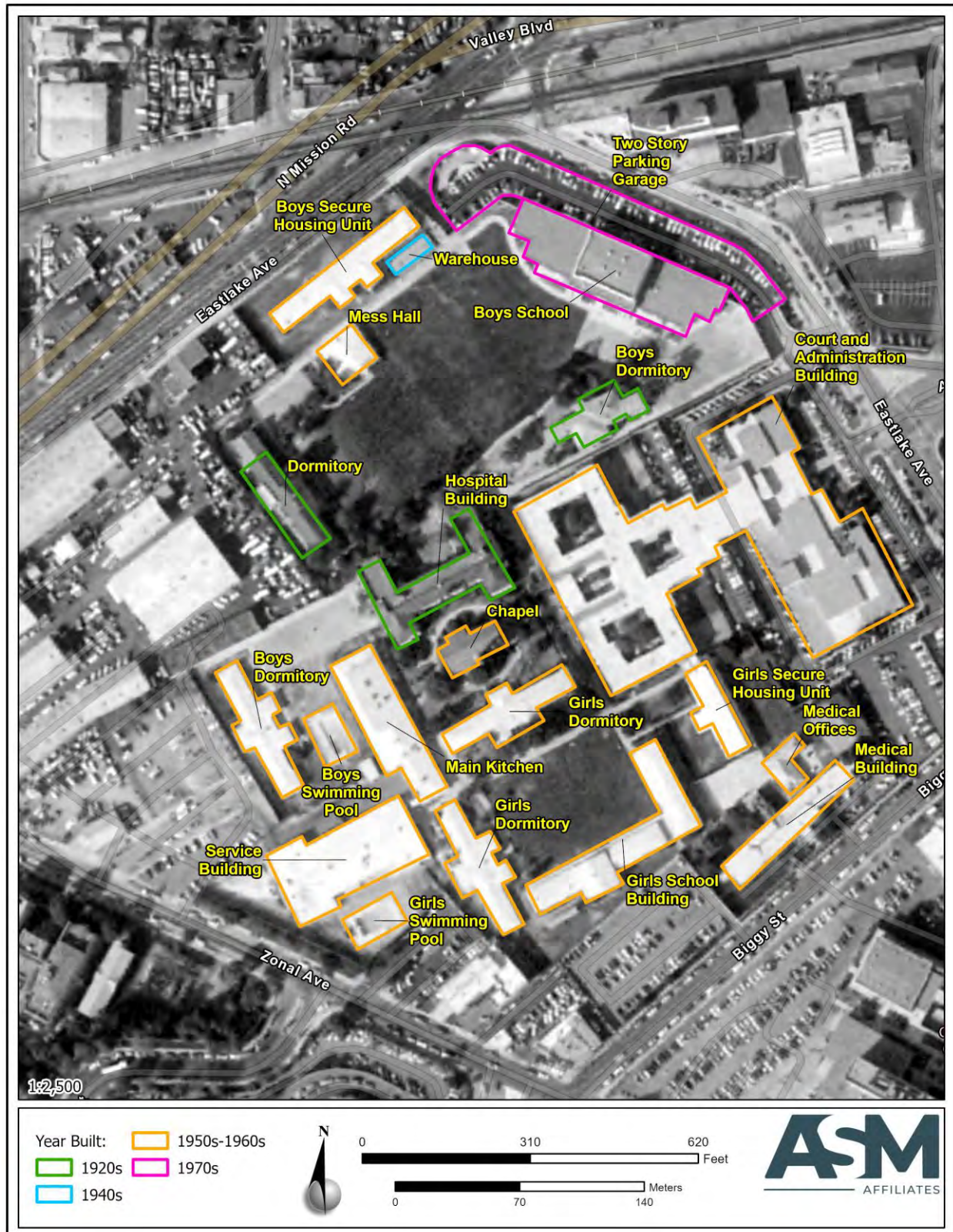


Figure 56. Extant buildings as visible in the 1972 historic aerial photograph, organized by era of construction.

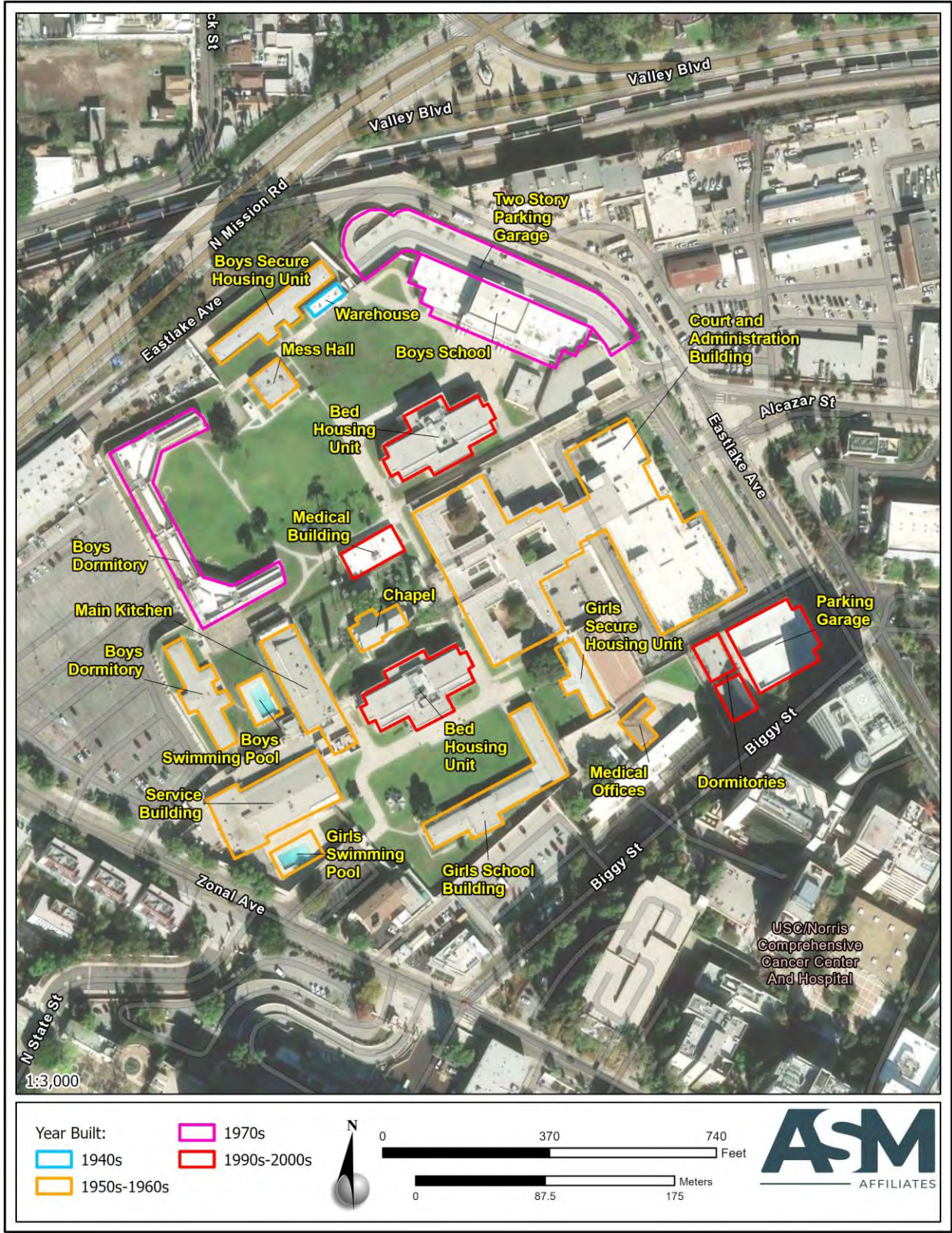


Figure 57. Extant buildings as visible in a contemporary aerial photograph, organized by era of construction.

7. IMPACTS ASSESSMENT

As the Project includes a CEQA historical resource (the Los Angeles County Central Juvenile Hall Campus Historic District), it poses the potential to cause significant direct impacts. CEQA defines adverse impacts as a substantial adverse change to a historical resource, encompassing “demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired” Section 15064.5(b)(1)). This discussion is guided by CEQA Guidelines stating that the discussion of alternatives should focus on alternatives to the Project or that are capable of avoiding or substantially lessening any significant effects of the Project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (Section 15126.6(b)).

As proposed, the Project calls for demolition of two contributing resources to the likely eligible historic district as well as other contributing features of the district including portions of the grass landscaped lawn, the concrete pathways connecting the buildings, the walls surrounding the facility, and the various other supporting features such as fences and gates. As such, the Project would potentially have adverse impacts on the historic district that could result in the loss of eligibility of the district.

CEQA generally considers historical resource impacts to be fully mitigated if the Project conforms to SOI *Standards*. Since Project redesign is not feasible to achieve the project objectives, mitigation measures to reduce the impact to less than significant have been identified and can be implemented in accordance with CEQA. The following mitigation is recommended:

HABS Documentation. Prior to significant alteration or demolition of a historical resource, an Architectural Photographer and Historian or Architectural Historian shall be retained who meets the SOI’s *Professional Qualifications Standards* and who shall prepare two Level II Historic American Building Survey (HABS) Historic Documentation Package (Package) for each building slated for demolition. The packages shall include photographs and descriptive narratives. Documentation will draw upon primary- and secondary-source research drawing from the evaluation report prepared for the project (measured drawings are not required). The documentation for each resource shall consist of the following:

Photographs: Documentation shall follow the Photographic Specification–Historic American Building Survey guidelines, including up to 12 archival quality, large-format photographs of the exterior and interior of each building and their architectural elements. Photographs shall include context views, elevations/exteriors, architectural details, overall interiors, and interior details (if warranted). Context views shall capture features surrounding the buildings that will also be removed, including landscaping, paved pathways, and the 15-foot concrete walls. A figure shall be included to identify the location of each view taken. Historic photographs shall be included as figures in the written reports, as long as the images are in the public domain or a signed copyright release form can be obtained. Photographs shall be taken by a photographer experienced in preparing HABS photography.

Descriptive and Historic Narrative: A Historian or Architectural Historian who meets the Secretary of the Interior’s *Professional Qualification Standards* shall prepare a written historical narrative and report completed according to the HABS *Guidelines for Preparing Written Historical Descriptive Data* and HABS *Historical Report Guidelines*. The narrative history shall follow the HABS Outline Format and include sections on name, location, statement of significance, architectural description, physical history, historical context, architectural information and description of the exterior and interior, and sources

of information. In accordance with HABS Guidelines, as many primary documents should be referenced as possible. Original or early architectural plans, if extant, shall be included as figures in the historical report document following HABS standards. The report shall be provided on 8 ½ inch x 11 inch archivally stable paper (25% cotton bond or better).

Historic Documentation Package Submittal: Three iterations (two drafts and one final) shall be prepared to allow for response to comments from the department of Los Angeles County Public Works and National Park Service. Drafts shall be provided electronically in Word (historical report) and PDF (photographs). The final shall include all elements in print/hard copy. Three hard copies of the final HABS documentation package will be produced (one copy only will include original photo negatives). One copy will be provided to the Los Angeles County Public Works department, one donated to the Los Angeles County Public Library, and the third copy with the negatives will be submitted to the Library of Congress through the National Park Service.

The demolition of the Boys Maximum Security Unit and the Mess Hall would result in the loss of contributing buildings to the historic district, as well as associated character-defining features such as the 15-foot concrete walls, the paved pathways, and the landscaping. However, even with the loss of two buildings, the majority of the buildings constructed during the potential period of significance would remain extant, and contributing features that would be lost would remain in other areas within the potential historic district boundary, including the 15-foot concrete walls, the paved pathways, and the landscaping. Because these buildings were constructed at the very edge of the potential historic district boundary, the loss of the buildings would not result in a complete loss of integrity of feeling for the district, as the majority of the buildings that can relay the significance of the site would remain in place without visual disruption. Other buildings strongly associated with the significance of the potential historic district would remain, and therefore the proposed project would not result in a complete loss of integrity of setting or association. Additionally, because the design of the potential historic district has already been impacted by contemporary intrusions and shifting campus boundaries, the changes enacted as a result of the demolition of the buildings and construction of a new structure would not result in further substantial loss of integrity of design.

Although the integrity of setting, design, feeling, and association, would be somewhat diminished by the removal of the two buildings, the potential historic district would retain enough contributing resources and overall integrity to maintain its significance and eligibility for the CRHR and Los Angeles County Register of Landmarks and Historic District.

Implementation of the mitigation measure discussed above would reduce the impact to the historical resource (the Los Angeles County Central Juvenile Hall Historic District) to less than significant. As such the Project would not result in a substantial adverse change to a historical resource pursuant to CEQA Section 21084.1 and CEQA Section 15064.5 (b)(4) (Determining the Significance of Impacts to Archeological and Historical Resources).

8. CONCLUSION

ASM performed an architectural history survey and evaluation as part of the Project to identify and document historical resources that are eligible or are potentially eligible for listing in the CRHR and/or as a County of Los Angeles Landmark for the purposes of compliance with CEQA.

Three buildings within the former Los Angeles County Central Juvenile Hall Campus – (the Boys Maximum Security Unit (Boys Dormitory), the Warehouse (Game Room), and the Mess Hall (Storage) – were surveyed and evaluated under CRHR and County of Los Angeles Landmarks and Historic Districts criteria. Because of the associations and reflections of the important theme Social History, ASM recommends that the Los Angeles County Central Juvenile Hall Campus is a potentially eligible historic district under County Criterion A.1 for its association with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located, and is potentially eligible under CRHR Criterion 1 for its association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. As such, the Los Angeles County Central Juvenile Hall Campus meets the definition of a CEQA historical resources (as a historic district) pursuant to CEQA Guidelines Section 15064.5.

For the purposes of this project, ASM considered the period of significance of the potential Los Angeles County Central Juvenile Hall Historic District to begin in 1912 when the first Juvenile Hall building was constructed and end in 1975, the year the last building or structure was constructed associated with the progressive methods of incarcerating youth. Additionally, no other buildings were constructed to improve the conditions for incarcerated youth at Central Juvenile Hall until 1995.

ASM recommends that the Boys Maximum Security Unit and the Mess Hall are contributing resources to the potentially eligible historic district under the criteria established by the County of Los Angeles Landmarks and Historic Districts (Ord. 2015-0033 § 3, 2015) and CRHR. The Boys Maximum Security Unit and the Mess Hall retain their association with the potential historic district and sufficient integrity to convey their historical significance. The Warehouse building however is not recommended as a contributing resource due to loss of integrity since the end of the period of significance.

As the Boys Maximum Security Unit and the Mess Hall are contributing resources to the potential Los Angeles County Central Juvenile Hall Campus Historic District which meets the definition of a CEQA historical resource, and would be demolished as part of the project, ASM recommends documentation in a manner that meets Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards. ASM identified HABS Level II as the appropriate level of documentation. By documenting the buildings in accordance with HABS/HAER standards, the impacts to the historic district would be less than significant. After demolition is complete the district would not be materially impaired as it would still remain eligible as a County of Los Angeles Historic District and a CRHR historic district pursuant to CEQA Guidelines Section 15064.5(b) (*Determining the Significance of Impacts to Archeological and Historical Resources*).

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Weeks, Paul

1956 "Mister Can you Get me a Time Bomb" *Los Angeles Mirror*, June 4.

Whittier Daily News

1908 "Wrong to Send Boys to Prison." March 17.

APPENDICES

APPENDIX A

California Department of Parks and Recreation Series 523 (DPR) Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # _____

HRI # _____

Trinomial _____

Page 1 of 17

*Resource Name or #: Los Angeles County Central Juvenile Hall Historic District

D1. Historic Name: Eastlake Juvenile Hall

D2. Common Name: Central Juvenile Hall

***D3. Detailed Description:** (Describe overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.)

The Los Angeles County Central Juvenile Hall Campus is located in the Lincoln Heights community of the City of Los Angeles, directly adjacent to and north of the Los Angeles County General Hospital campus, south of Lincoln Park, and south of the Southern Pacific Railroad tracks. Due to the nature of the campus, its boundaries are clearly defined by large concrete walls and some buildings and structures were constructed along the edge of the facility.

(Continued on page 4)

***D4. Boundary Description:** (Describe limits of district and attach map showing boundary and district elements.)

The boundary of the Los Angeles County Central Juvenile Hall District is bound on the northeast by the sides of the buildings and the fencing. The district is bound on the southeast by the sides of the Parking Garage and Dormitory buildings, and the walls of the facility behind the Medical offices and Girls School Building. The district is bound on the southwest side by the facility walls facing the present parking lot that abuts Zonal Avenue, behind the Service Building and two Boys Dormitories. The district is bound on the northwest side by the walls facing Eastlake Avenue/Mission Road, behind the Boys Secure Housing Unit.

***D5. Boundary Justification:**

The above-described boundary is the present boundary of the facility and reflects the present walls and fencing. The facility has not expanded since the mid-century, and its present boundary is the historic boundary from that era.

D6. Significance: Theme Social History

Area Juvenile Justice

Period of Significance 1912 – 1975

Applicable Criteria CRHR Criterion 1

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Research did not reveal that the three buildings identified for demolition, or the campus of Central Juvenile Hall, were ever evaluated for the Los Angeles County Register of Landmarks and Historic Districts, the CRHR, or the NRHP. ASM consulted the Built Environment Resources Directory (BERD), which maintains resources in the Office of Historic Preservation's inventory. The Central Juvenile Hall campus was not listed, nor were any of the individual buildings.

ASM investigated the potential of a historic district within the campus of Los Angeles County Central Juvenile Hall Campus for the purposes of this project, located within the Lincoln Heights neighborhood of the City of Los Angeles and considered whether it was eligible under the theme of Social History. First developed as a juvenile hall for delinquent youth in 1912, it has been used continuously as a central location for the juvenile court rooms, the offices of juvenile probation officers, provided dormitories for children awaiting trial or rehabilitation placement, and offered support through opportunities for school and treatment through an on-site hospital building. As Los Angeles County became one of the most populous counties in the state, the facilities needed to properly support delinquent youth in the county grew, resulting in the frequent development and expansion of the site throughout the twentieth century. ASM considered the extant buildings within the Central Juvenile Hall campus and their association with the rehabilitation of delinquent youth.

(Continued on page 5)

D7. References (Give full citations including the names and addresses of any informants, where possible.):

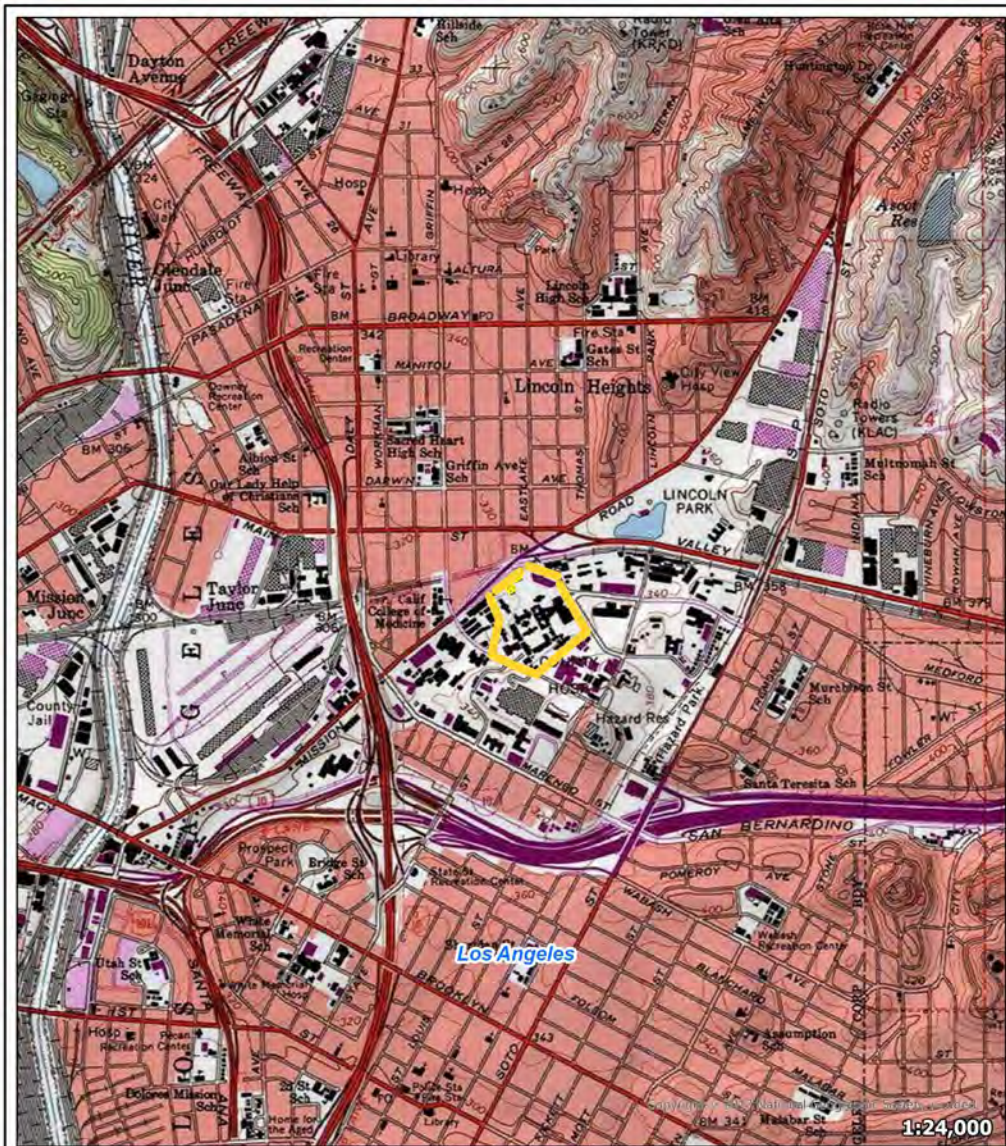
ASM Affiliates (ASM). 2026. *Historical Resources Evaluation Report, Three Buildings at Los Angeles Central Juvenile Hall*. Prepared for Jessica Kirchner, Impact Sciences.

***D8. Evaluator:** Madeline Gonzalez

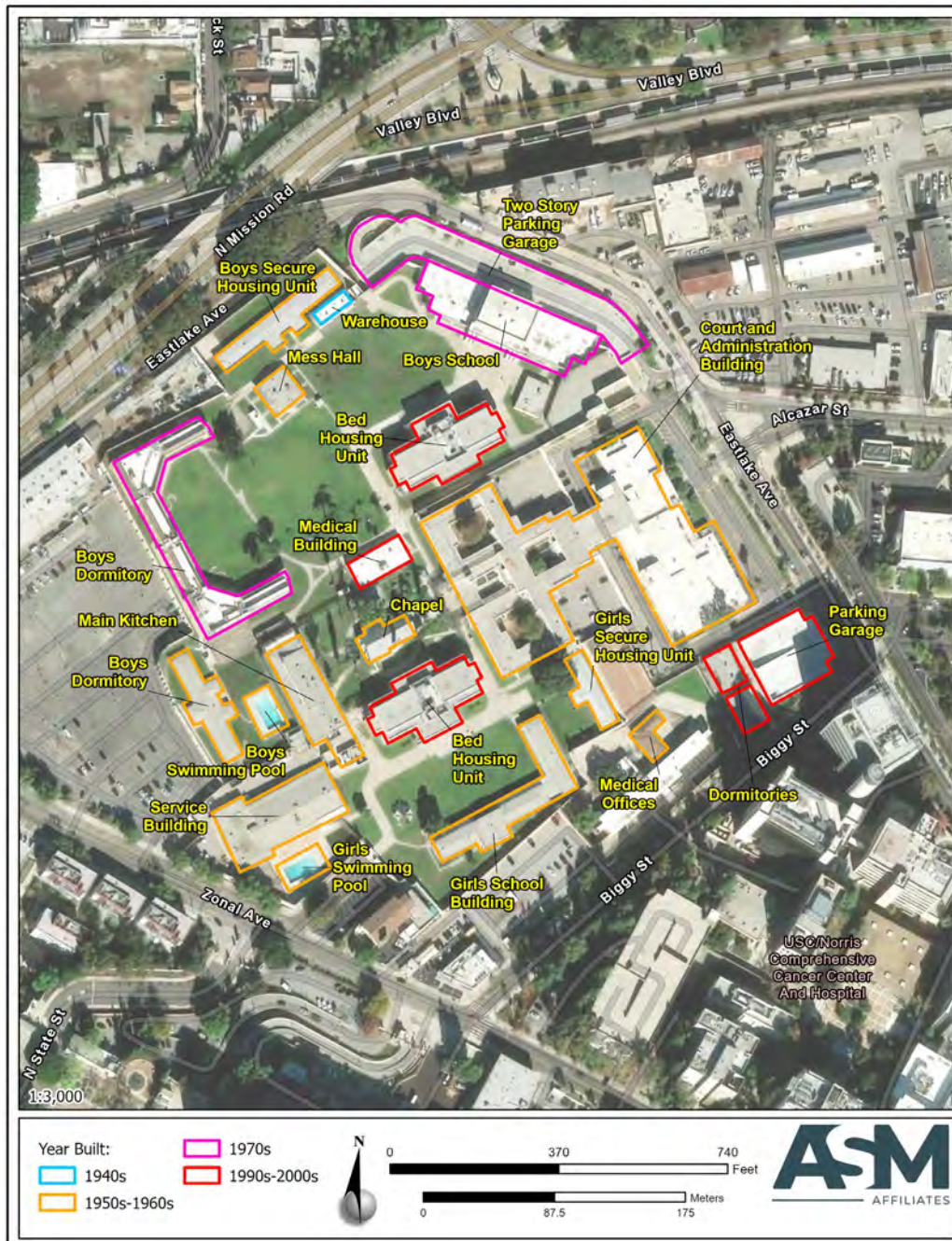
Date: May 2026

Affiliation and Address: ASM Affiliates, 20 N. Raymond Ave., Suite 220, Pasadena, CA

Address: _____



Boundary of district highlighted in yellow, over USGS 7.5' Quad, 1:24,000



Location Map of the Central Juvenile Hall Site

Primary # _____

HRI # _____

Trinomial _____

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***Resource Name or # (Assigned by recorder)**

Los Angeles Conty Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026

☒ Continuation ☐ Update

***D3. Detailed Description** (continued from page 1)

Because the facility was constructed to be a secure area, there are minimal entrances into the facility from the outside. There are some gated entrances along Zonal Avenue and a gated entrance from Eastlake Avenue, each wide enough to allow for the entrance of vehicles to the site. The primary entrance is through the Court and Administration building, a mid-century Modern building that faces Eastlake Avenue. Delinquent children were brought inside the courthouse side of the building and then processed through either the girls side or the boys side of the administration building and then released to either the girls side (south side) or the boys side (north side) of the campus. This flow from the interior to the exterior is still evident, where the administration section of the building integrates the indoors and the outdoors through walkways and outdoor plazas. Directly adjacent to the Court and Administrative building, and centered within the campus, is the Chapel, situated amidst a square of grass lawns, trees, and concrete pathways.

The boys side of the campus (north side) is characterized by large expanses of grass lawn, some trees, concrete pathways, and buildings and structures from various decades of construction. The oldest building at Central Juvenile Hall, constructed in the 1940s, is located in this section, as are two buildings from the 1950s, two buildings from the 1970s and one 1970s parking lot not visible from the inside of the campus, and two buildings constructed since the 1994 Northridge Earthquake in the 1990s and the early 2000s. The majority of this section is separated from the adjacent streets and adjacent lots by large 15-foot concrete walls.

The girls side of the campus (south side) is much smaller than the boys side. Although similarly featuring a grass lawn and concrete pathways, neither are as extensive as the examples on the boys side due to the larger number of boys held at the facility than girls at any point in time. Characterizing the girls side of campus are landscaping features such as trees and buildings from various eras of construction. Three buildings within this section are from the 1950s, and one is from the early 2000s. The majority of this section is separated from the adjacent privately owned lots by large 15-foot concrete walls.

In the remaining area of the campus behind, or to the west of, the center chapel are two additional buildings constructed in the 1950s. The building facing the chapel on the east is the main kitchen building, which also features concrete pathways leading into the boys side and the girls side for food delivery. To the west of the central kitchen is an additional boys dormitory building. A pool was constructed between the two buildings. Another pool is located on the campus, just to the west of the main girls campus area.

Only a few buildings within the campus were constructed after the main era of expansion ended in 1975. Buildings from the 1950s and the 1970s, which comprise the majority of the buildings on the campus, exhibit similar design details such as windows, roofs, and interior spaces.

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***Resource Name or # (Assigned by recorder)**

Los Angeles Conty Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026

☒ Continuation ☐ Update

D6. Significance (continued from page 1)

ASM then considered the boundaries of the potential historic district for the purposes of this project. Presently, Central Juvenile Hall is bound by Eastlake Avenue on its northwest side (formerly Mission Road before it was realigned), Eastlake Avenue on its northeast side, Biggy Street on its southeast side, and Zonal Avenue on its southwest side. These boundaries are the result of several eras of expansion that occurred between 1912 and 1952. The initial 1912 location faced only Eastlake Avenue and was surrounded on either side by residential housing, expanded in the 1920s to the northwest and southeast to reach Mission Road and Henry Street, and eventually expanded in the 1950s past Henry Street to Biggy Street, and to the southwest border of Zonal Avenue (although there is still privately owned property on some of the lots along Zonal Avenue and Mission Road). Because the present site boundaries are consistent with the boundaries of the last era of mid-century expansion, which include the original boundaries of the site, ASM defined the historic district boundary as the present boundaries of Central Juvenile Hall. A 15-foot concrete wall physically defines much of that boundary, although the campus includes some buildings, such as the Court and Administration Building, that are outside the wall.

ASM then considered the period of significance for the potential historic district for the purposes of this project. The origins of Central Juvenile Hall began in 1912 with the construction of a new building to support delinquent youth and the passing of new laws within Los Angeles County which stipulated that juveniles were no longer to be sent to adult facilities. The 1912 Juvenile Hall building reflected the early-era progressive methods of rehabilitating juvenile delinquency, which was the impetus for continued development of the site in 1929 and offered delinquent children progressive-era schooling and psychological examination. Many of the early 1912-1929 buildings remained for many years, well into the mid-twentieth century, and thus ASM considered 1912 to be the beginning of the period of significance. In the following years, the Los Angeles County Board of Supervisors became increasingly concerned with overcrowding and developing ways to prevent delinquent youth from returning to the juvenile court system, this time with an emphasis on punishment as rehabilitation. This ushered in the expansive mid-century development of the site and expansion of Central Juvenile Hall to its present boundaries. In this era, the site continued to use both the new mid-century buildings and older buildings to support delinquent youth. External pressures eventually resulted in a re-focus of the rehabilitation of juvenile youth, leading to continued improvements of the site that culminated with the construction of a new Boys School (1972) and Dormitory (1975). The Boys Dormitory was the last building constructed, and the last improvement to the site, until the 1990s due to severe budget cuts. As such, ASM considered 1975 to be the end of the period of significance (Figures 54-57).

The boundaries of the potential historic district contain buildings constructed between c.1948 and 2003, the majority of which are potential contributors to the potential historic district. The few buildings constructed after 1975 (the end of the period of significance), are not confined to one area of the campus, but rather interspersed among the older buildings. For the purposes of this evaluation report, the contributing buildings within the potential Los Angeles County Central Juvenile Hall Campus Historic District are the buildings extant during the period of significance that directly contributed to the rehabilitation of delinquent youth that occurred on the site and that retain integrity to the end of the period of significance (1975). This would likely include the majority of the buildings constructed between 1952 and 1954, including: the Boys Maximum Security Unit, the Mess Hall, the Chapel, the Main Kitchen, the Boys Dormitory, the Court and Administration Building, the Girls Maximum Security Unit, and the Girls School Building. Contributors to the potential historic district would also likely include the buildings constructed beginning in the 1960s through the 1970s including the Boys Dormitory (1975) and the Boys School (1972).

While not prominent within the campus, minor structures and features found throughout the facility are present and are considered contributing for the purpose of this evaluation. This includes the two swimming pools, landscape features such as the grass lawns and trees, the large concrete boundary walls that surround the facility, and the paved walkways/circulation patterns between the buildings on the northwest side of the campus.

Non-contributing buildings and structures within the potential Los Angeles County Central Juvenile Hall Campus Historic District for the purposes of this project include buildings constructed outside the period of significance and include buildings and structures that did not directly support the rehabilitation methods of juvenile youth within the facility. This includes the c.1942 Warehouse building as it was constructed as a secondary support building not directly associated with rehabilitation and was constructed to support the dependent/foster children on the site. It also includes the 1972 Parking Garage, as the structure is not directly associated with the rehabilitation of delinquent children. Other major buildings constructed outside of the period of significance include the Medical Building (constructed 1995), and two Bed Housing Units (constructed 2003). A Dormitory constructed in 1990 was not considered because it was constructed to support dependent/foster children and is not directly associated with the rehabilitation of delinquent children. Similarly, a two-story parking structure constructed in 2003 was not considered.

Some non-contributing secondary buildings and structures were identified during the brief survey of the Central Juvenile Hall site. Examples include a small guard house constructed in the late 1990s, a small sub-station and shed covering constructed in the 2010s, and other improvements such as parking lots and gates that have been added since the end of the period of significance. These are considered non-contributing within the Los Angeles County Central Juvenile Hall Campus Historic District for the purposes of this project.

Although a full survey of the potential Los Angeles County Central Juvenile Hall Campus Historic District was not completed, from the reconnaissance survey of the campus and the extensive research that was conducted on the history and development of the site, for the purposes of this project ASM recommends that the potential historic district is eligible for listing in the CRHR under Criterion 1 for significance under the theme of Social History. The presence of a separate probation system for juveniles in Los Angeles County reflects the early progressive-era methods and rehabilitation efforts enacted toward delinquent youth, particularly as the U.S. Supreme Court case that required separate legal systems for juveniles and adults on a national scale would not pass until about six decades later (reflected in the campus with the construction of buildings in the 1970s). Thus, Central Juvenile Hall is an important early site in the history of juvenile justice; the first use of the term 'juvenile hall' to mean a center of youth probationary efforts originated here. The continued expansion of Central Juvenile Hall mirrored the continued expansion of Los Angeles County and continued to reflect the various methods of juvenile rehabilitation efforts throughout the twentieth century. Each expansion and each new major construction enacted on the site is reflective of the preferred method of juvenile delinquent treatment at the time of its construction. Thus, the extant buildings at Central Juvenile Hall reflect nearly a century of changing methods and approaches to delinquent youth, which have had an impact on generations of children from Los Angeles County. The Los Angeles County Central Juvenile Hall Campus Historic District is therefore strongly associated with and representative of the theme of Social History in a local and state context and is therefore presumed eligible under CRHR Criterion 1 for the purposes of this project.

The Los Angeles County Central Juvenile Hall Campus does not represent the productive life and career of any single, specific person. Many people who may be considered historically significant individuals may have interacted with the site at some point in time; however, research did not identify specific individual associations strong enough to warrant historic significance, and therefore the potential historic district is recommended not eligible under CRHR Criterion 2 for the purposes of this project.

ASM then considered potential eligibility of the historic district under CRHR Criterion 3 for the purposes of this project. Nearly all the buildings at the Central Juvenile Hall site constructed within the period of significance (with the exception of the Court and Administrative Building and the Chapel) are utilitarian in design and therefore retain no associations to any specific architectural design or movement. The campus is also not eligible for association with a master architect. The expansion that occurred on the site between 1952 and 1954 was designed by Los Angeles architect William F. Stockwell, whose design for the new campus incorporated the buildings that were already present on the site, which at the time featured buildings constructed between 1912 and 1948. While Stockwell could be considered a master architect, this campus is not a good example of his work, as other civic improvements constructed around the same time can better relay the design qualities for which he became known for. Although he designed the majority of extant buildings on the campus, there are several examples of buildings constructed during the period of significance designed by other architecture firms or architects. ASM additionally did not identify any historically significant methods of construction, as the buildings appear to have been constructed with standard methods and standard materials. Therefore, the potential historic district is recommended not eligible under CRHR Criterion 3.

Finally, the Los Angeles County Central Juvenile Hall Campus includes several building types, many of which reflect common designs and whose function, use, design, and construction are readily apparent and therefore do not have the potential to provide information about history or prehistory that is not available through historic research. The potential historic district is therefore recommended not eligible under CRHR Criterion 4.

ASM then considered whether the three buildings proposed for demolition are contributors to the potential Los Angeles County Central Juvenile Hall Campus Historic District:

The **Boys Maximum Security Unit** was constructed in 1952 and was directly associated with the methods used to rehabilitate juvenile delinquents, exemplified with its double row of individual single cells/rooms. It was used as a maximum security unit from the time of its construction through the end of the period of significance and beyond. It is therefore considered a contributor to the potential historic district. The Boys Maximum Security Unit has not been significantly altered or improved since the end of the period of significance, and many of the character-defining features of the building have been retained, including the original windows and doors. The interior space has not been significantly altered, and the original design intention has been retained. Additionally, the building still faces the Central Juvenile Hall campus and can clearly relay its

Primary # _____

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Trinomial _____

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***Resource Name or # (Assigned by recorder)**

Los Angeles Conty Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026

☒ Continuation ☐ Update

function as a site of rehabilitation for juvenile youth. As such, the Boys Maximum Security Unit retains sufficient integrity of location, setting, materials, feeling, association, design, and workmanship.

The **Mess Hall** was constructed c.1954 and is associated with the methods used to rehabilitate juvenile delinquents. It was used as a mess hall and dining area from the time of its construction through the end of the period of significance and was renovated to perform a different function after the end of the period of significance. Therefore, it is considered a contributor to the potential historic district. The Mess Hall has not been significantly altered since the end of the period of significance, and many of the character-defining features have been retained, including the original doors, floors, and windows. While it appears that some renovations have occurred in the interior, the original flooring has been retained in many rooms in addition to original windows. Additionally, the building remains in a central location within the campus and can clearly relay its function as a building associated with the rehabilitation of juvenile youth. As such, the Mess Hall retains sufficient integrity of location, setting, materials, feeling, association, design, and workmanship.

The **Warehouse** was constructed c.1948, and although it was constructed during the period of significance, was not directly associated with nor did it contribute to the methods used to rehabilitate juvenile delinquents. The Warehouse was constructed to support the Julia Lathrop Cottage complex and was separated from the juvenile delinquent campus by fencing. The renovations of the building that incorporated it into the campus for juvenile delinquents occurred after the end of the period of significance. Therefore, it is not considered a contributor to the potential historic district.

A full survey and evaluation of the potential Los Angeles County Central Juvenile Hall Campus Historic District would be required to provide a full list of the contributing and non-contributing resources of the extant buildings and structures within the campus. Only after full survey and research of all of the buildings on the campus could a definitive evaluation be made as to which buildings directly contributed to the methods of rehabilitation of juvenile delinquents on the site. Further survey would additionally be needed to assess the integrity of those buildings in order to assess whether the building would be contributing or non-contributing to the potential district.

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***Resource Name or # (Assigned by recorder)**

Los Angeles Conty Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

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Historic Image 1. 1912 Juvenile Courthouse Building, photographed from Eastlake Road. Photograph taken c.1920. Courtesy of Los Angeles Public Library.



Historic Image 2. 1920 Sanborn Map of Juvenile Hall site. Note single-family residences along Mission Street and Henry Street. Courtesy of Library of Congress.

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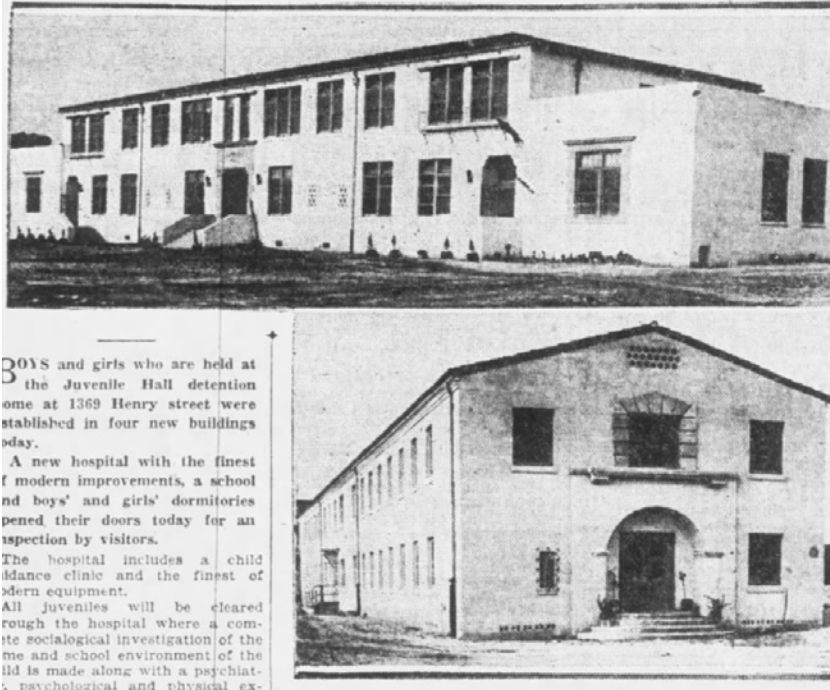
***Resource Name or # (Assigned by recorder)**

Los Angeles County Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

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☒ Continuation ☐ Update



Historic Image 3. Buildings constructed at Juvenile Hall in 1929, published in the *Los Angeles Evening Post* on February 15, 1929.



Historic Image 4. Depiction of new Julia Lathrop Cottage. Boy's School building visible in background. Published in *Daily News* on October 4, 1944.

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Historic Image 5. Sanborn Map with updates up to 1951. Note removal of residences from Mission Street and Henry Street. Courtesy of Library of Congress.



Historic Image 6. 1948 historic aerial photograph. Courtesy of *historicaerials.com*.

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***Resource Name or # (Assigned by recorder)**

Los Angeles Conty Central Juvenile Hall Historic District

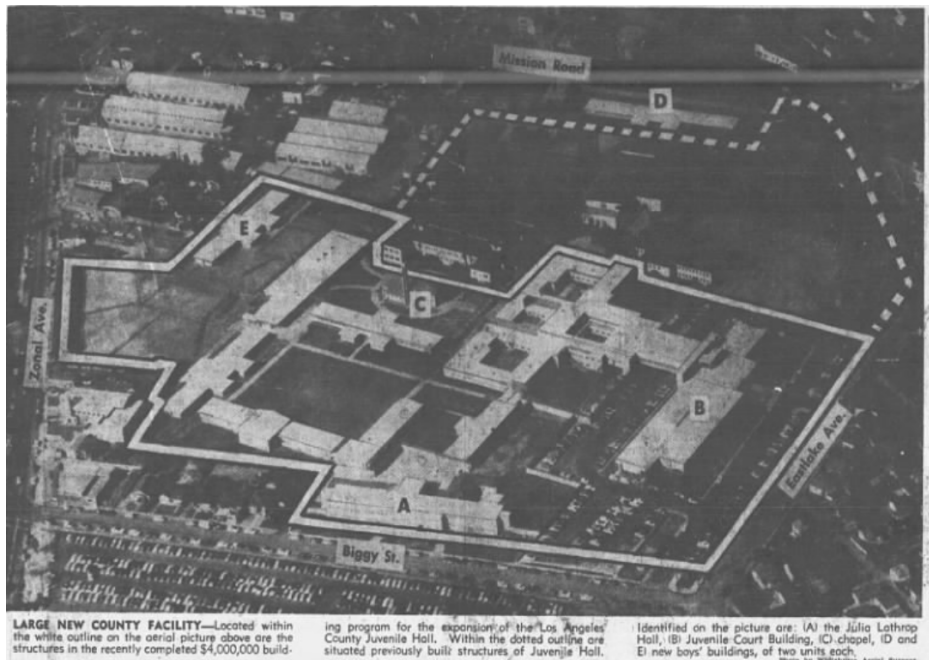
Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026

☒ Continuation ☐ Update



Historic Image 7. 1952 historic aerial photograph. This was taken during the beginning of the development of the new expansion. Courtesy of University of Santa Barbara.



Historic Image 8. Guide to new buildings constructed at Central Juvenile Hall, as depicted in the *Los Angeles Times* on December 19, 1954.

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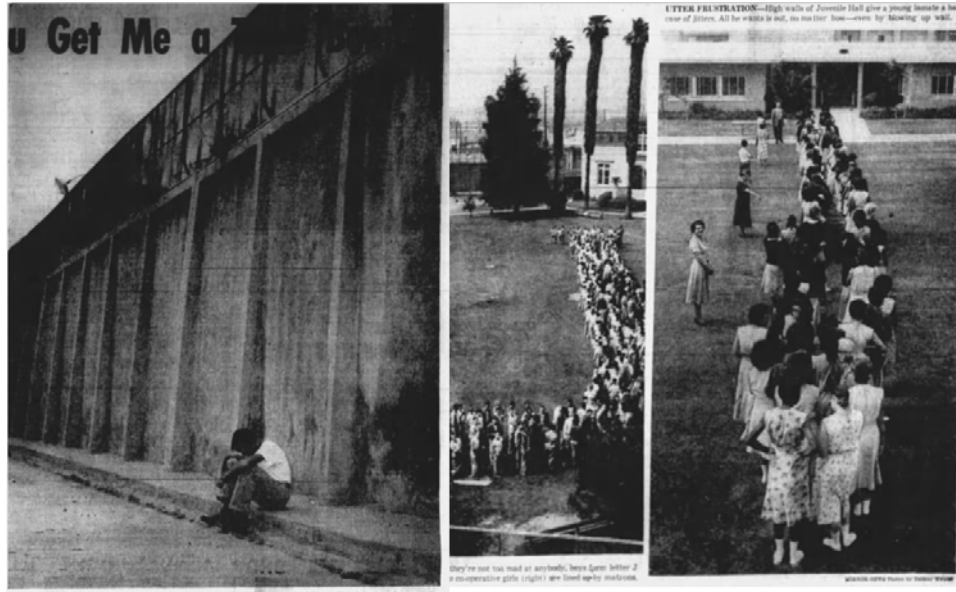
*Resource Name or # (Assigned by recorder)

Los Angeles Conty Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026

☒ Continuation ☐ Update



Historic Image 9. Photographs of children and life at Central Juvenile Hall, published in the *Los Angeles Mirror* on June 4, 1956.



Historic Image 10. 1964 historic aerial photograph. Courtesy of *historicaerials.com*.

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***Resource Name or # (Assigned by recorder)**

Los Angeles County Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026

☒ Continuation ☐ Update



Historic Image 11. 1972 historic aerial photograph. Courtesy of *historicaerials.com*.

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*Resource Name or # (Assigned by recorder)

Los Angeles County Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026



Image 1. View from interior of Central Juvenile Hall Campus, with Los Angeles General Hospital visible in background. View toward southwest.



Image 2. View from interior of Central Juvenile Hall Campus, example of 15-foot concrete walls that surround the facility. View toward northeast.

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*Resource Name or # (Assigned by recorder)

Los Angeles County Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026



Image 3. Entrance into Court and Administration Building for admittance. View toward southeast.



Image 4. Courtyard within the administration area of the Court and Administration Building, showing the integration of indoor/outdoor space. View toward southeast.

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***Resource Name or # (Assigned by recorder)**

Los Angeles County Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026



Image 5. Chapel at center of Central Juvenile Hall. View toward northeast.



Image 6. View of the boys side of campus. View toward southeast.

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***Resource Name or # (Assigned by recorder)**

Los Angeles Conty Central Juvenile Hall Historic District

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: May 2026



Image 7. View of the girls side of campus. View toward northeast.



Image 8. View of swimming pool, Central Kitchen, and Dormitory, with Los Angeles County General Hospital in the background. View toward south.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 1 of 10

***Resource Name or #:** Boys Maximum Security Unit, Central Juvenile Hall

P1. Other Identifier: Boys Adjunct Unit, Secure Housing Unit

***P2. Location:** ☐ Not for Publication ☒ Unrestricted

***a. County:**

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad**

T 1 S R 13 W NE ¼ of Sec 11

M.D. B.M.

c. Address Central Juvenile Hall, 1605 Eastlake Avenue City Los Angeles

Zip 90033

d. UTM: (give more than one for large and/or linear resources) Zone 11 388477 mE / 3769924 mN

e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.) _____

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Boys Maximum Security Unit is a single-story, rectangular building with a flat roof. It was constructed along the original alignment of Mission Street and angles northeast/southwest, with a primary façade facing the Central Juvenile Hall facility to the southeast. Breaking up the long, rectangular, primary façade are two "teeth"—rectangular rooms that project toward the center of the campus. Centered between these two rooms is the primary entrance into the facility. The exterior features concrete block walls under layers of paint, and what appear to be original casement windows with a simple profile metal frame associated with the individual interior cells.

(continued on p.9)

***P3b. Resource Attributes:** (List attributes and codes) HP 39. Other: County Jail Building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession#)

Primary façade, view toward north.

April 14, 2026

***P6. Date Constructed/Age and Source:**

☒ Historic ☐ Prehistoric ☐ Both

1952

Los Angeles County Public Works; Los

Angeles Times

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address)

Madeline Gonzalez and Shannon Davis

ASM Affiliates

20 N Raymond, Suite 220

Pasadena, CA 91103

***P9. Date Recorded:** April 14, 2026

***P10. Survey Type:** (Describe) Pedestrian intensive

***P11. Report Citation:** ASM Affiliates, Inc. 2026. *Historical Resources Evaluation Report Three Buildings at Los Angeles Central Juvenile Hall*, Prepared for Jessica Kirchner, Impact Sciences.

***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☒ Photograph Record ☐ Other (List): _____

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*Resource Name or # (Assigned by recorder)

Boys Maximum Security Unit, Central Juvenile Hall

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: April 14, 2026



Photo 1. Detail of primary façade facing Central Juvenile Hall campus, view toward northwest.



Photo 2. Detail of windows from the interior of dayroom. Windows have handles but have been bolted shut. View toward southwest.



Photo 3. Primary façade dual entrance space. View toward northwest.



Photo 4. Side entrance into the building. View toward northwest.



Photo 5. Side end of the building, with windows visible and vents for the “X” room visible. View toward northwest.



Photo 6. Interior central personnel area. View toward northeast.



Photo 7. Interior central personnel area. View toward northeast.



Photo 8. View of dayroom of Boys Secure Housing Unit. View toward southeast.



Photo 9. View of interior closet space. View toward south.



Photo 10. View of toilet and shower room. View toward north.



Photo 11. Example of a single cell within the Boys Secure Housing Unit. View toward north.

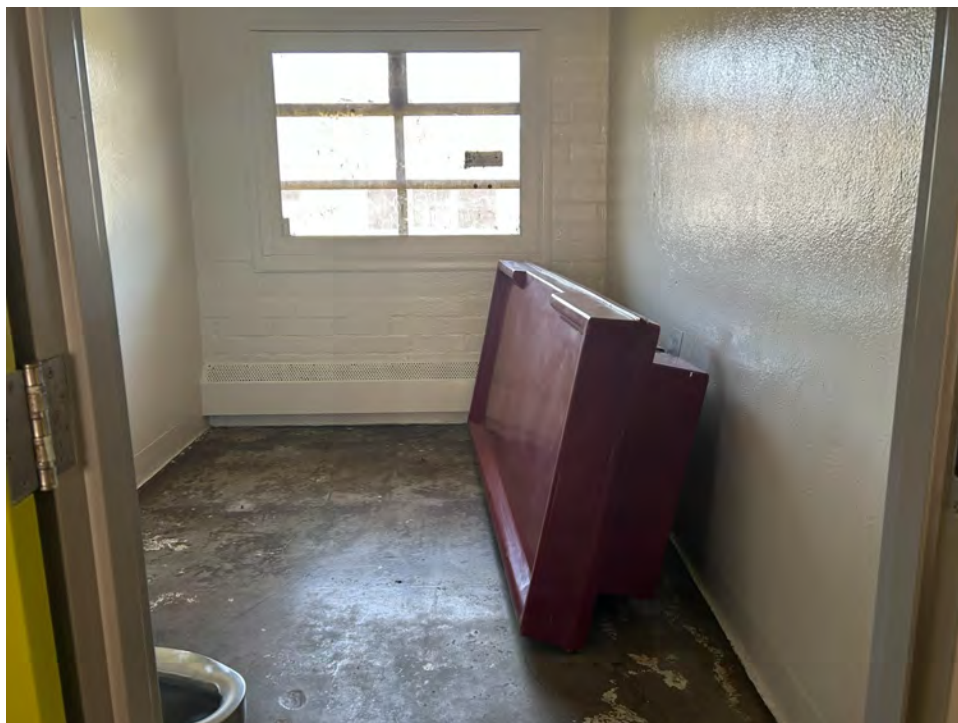


Photo 12. Example of a single cell within the Boys Secure Housing Unit. View toward south.



Photo 13. Example of the administration room, associated with the "X" rooms within the Boys Secure Housing Unit. View toward north.

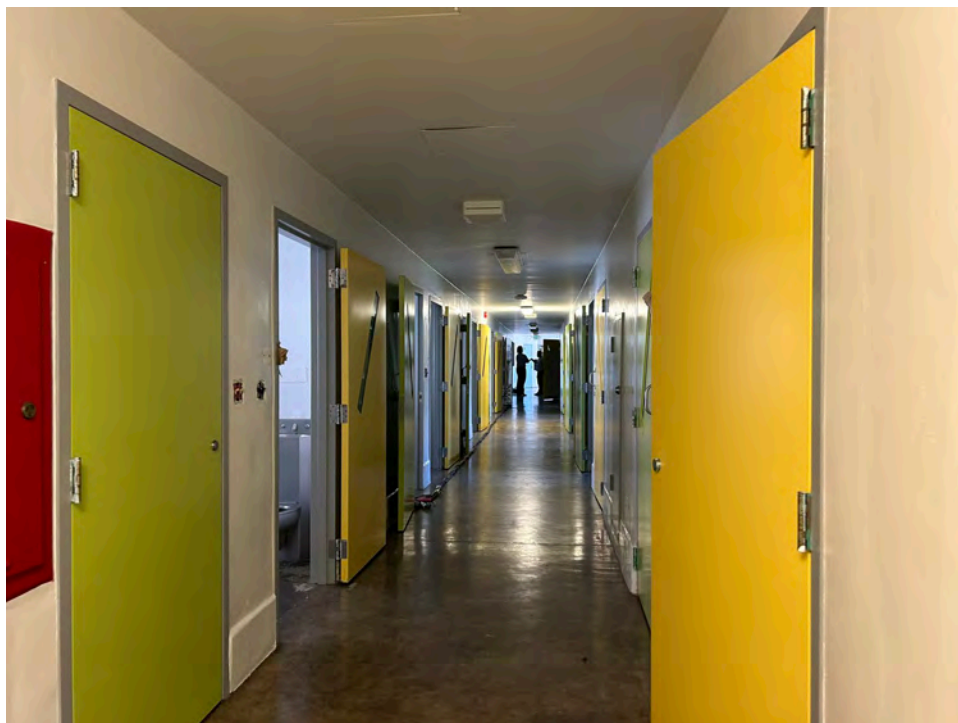


Photo 14. Doors that lead into the "X" rooms visible, with no handles or no windows to the inside. View toward southwest.

***P3a. Description:** (continued from p. 1)

Due to the nature of the facility, these windows are hinged for ventilation only in the top section of the window, with minimal movement. The windows constructed along the façades of the “teeth” of the building (the day rooms) appear to be altered hinged casement windows, wider and more rectangular than the individual cell windows. Views from the interior of the day rooms reveal that handles are visible along the bottoms of some of the windows, presumably originally intended to allow for the opening of the window in some capacity for ventilation, as otherwise the day rooms would be entirely enclosed. However, it also appears that at some point, metal plates were welded connecting the edges of the window to the frame, preventing movement. Along the top of the roof are vertically placed corrugated metal materials adding more height to the building. This feature is visible along other older buildings within the campus and was likely implemented to prevent children from climbing to the roof (Figures 24-26).

Apart from the windows, other features visible on the primary façade include metal doors and areas for ventilation. The primary doors in and out of the facility are along the primary façade in the flat “U” shape created by the day rooms. Two main entrances are on either side of the recessed area, with doors that open out towards the extending walls. These are flat metal doors with an additional metal screen door in front, that each lead to the interior hall of the facility, and from which the various rooms of the building could be accessed. Due to the symmetrical nature of the facility, the doors provide access only to their respective sides, which can only be crossed through a single door placed in front of the central control room. There are additional doors on the far ends of the facility, at the end of the hallway, that were likely emergency doors and largely went un-used. The rear of the building reveals an additional door into the transformer room. Ventilation slats are visible on either end of the building, in a similar shape to the windows attached to the cells. These vents appear to vent air into one of the “X” units on either side (Figures 27-29).

The center of the interior space features a control office with glass windows, and doors that can be entered from either side. With views down the long hallways on either side, this was likely where the guards for this building were stationed while it was occupied. Behind the primary control room was a restroom for the guards and a locker room. The northeastern side features an additional locker room for guards adjacent to this space, and the southwestern side features a janitors closet in the corresponding mirrored space. In the area behind the control room and behind the above-described rooms for officers is a transformer room and an office room (Figures 30-31).

As previously mentioned, this building was designed to be symmetrical, and for either side to be operational independent of the other. As such, each side of the facility retains the same number of cells, the same design, and the same supporting rooms. One of these rooms, the Day Room, projects south likely for maximum sunlight as part of rehabilitation and is accessed from a single interior door facing the rear of the building. Two closets in front of the Day Room also face the rear of the facility and include a storage closet and a linen closet, each of which retains wood shelving. Both these closets face a toilet and shower room, which feature tile floors and walls. The long hallway features cells on either side, with brightly colored doors with a diagonal window slit. The interior cells feature unimproved concrete floors and a toilet and sink unit. The furniture had been removed by the time of survey; however, it is apparent from the remnants visible on the concrete floor that a bed had once been bolted in the area under the window. A metal ventilation bar was also located under the window along the wall, likely implemented around the same time that the windows were permanently bolted shut. There did not appear to be lighting fixtures in the individual cells, implying that the occupants of the cell were dependent entirely on the window for light (Figures 32-36).

The four rooms at the end of either side of the facility (totaling eight rooms) were associated with the “X” rooms and the management of those rooms. The 1992 site plan of the building reveals that the last four rooms on either side (two sets of rooms facing each other across the hallway) were not labeled as bedrooms, and in fact, had no label. Two of these rooms were closed and not visible for inspection during the survey. It was noted, however, that these doors only retained locks and did not retain a window like the other cells. These were likely the two “X” rooms. The final two rooms were open at the end of the building, revealing a different type of flooring than found at the other units, and a desk. This room also featured the only example of overhead fluorescent lighting outside of the central personnel area, the only example of sliding horizontal windows, and the only example of an outlet. These windows are found along the northeastern side of the building and additionally appear to be one of the few windows that were still functional and could slide for ventilation (Figures 37-38).

During investigations into Central Juvenile Hall by journalists during the 1960s, probation officers assured concerned citizens that the “X” units were only used in extreme psychiatric cases, where a child had to be fully separated from the rest of the population, and that a guard was placed on duty nearby to assist in the care and need of the child. The details visible in the open room next to the “X” rooms appear to be the remnants of that practice, where the desk was likely supplied specifically for a guard or counselor (the desks supplied to the children in the dormitories were bolted to the floor) and amenities such as outlets and overhead lighting were made available.

***Building History**

The Boys Maximum Security Unit was designed and constructed by architect William F. Stockwell in 1952, as part of the mid-century expansion of Central Juvenile Hall. This building was constructed along the edge of the facility, parallel to Mission Road, and far removed from the other buildings constructed during this era, as most of the mid-century additions occurred to the south of the original alignment of Henry Street. This choice appears intentional as the purpose of the building was to provide space for 'punishment' purposes, where children were placed in individual single cells for an indefinite period of time. While some reports from staff from the era of the early 1960s indicated that children never spent more than a day in these cells, oral histories and later reports contradict those statements, where it was indicated that children were indiscriminately placed in these cells for, at times, days on end. To further relay to children that this was an area of punishment and removal from interacting with the facility, a large 15-foot concrete wall was constructed to surround the building (no longer extant), similar to the perimeter walls around the entire campus. A 1964 historic aerial reveals the presence of a walkway leading to the primary entrance of the building from the edge of the facility, indicating that the entrance to the facility was through a gate at the end of the internal 15-foot concrete wall. In addition to the single cells, the building includes two "day rooms," which make up the two "teeth" of the building that face the rest of Central Juvenile Hall. It is not clear what purpose they initially served for the boys in this building, although it appears that they were used for additional sleeping space when the facility was overcrowded. In addition to the day rooms, single cells, and shower rooms, were four cells that in the 1960s were known as "X" units. Located at the far end of the building on either side, the four "X" units in this building were described as "soundproof" and had no bed or toilet, only the concrete walls and floor.

This symmetrical plan of the building was designed with equal space and emphasis on each side and allowed for operation of only one side if need be. This appears to be supported in some historic narratives of experiences of the building where only one half was used at a time, likely due to staffing.

Originally labeled the Boys Maximum Security Unit in the mid-century plans of the facility, it has also been referred to as a Special Handling Unit (SHU), Boys Closed Unit, and Boys Adjunct Unit. Despite the eventual removal in the 1970s of the large 15-foot wall that separated the building from the rest of the campus, it appears that the use of the building had not changed throughout the duration of operation of Central Juvenile Hall. This is supported by the 1957 and 1991 site plan maps of the building, in which it is clear it has retained its function over time.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____

HRI # _____

Trinominal _____

NRHP Status Code _____

Other Listings
Review Code _____

Reviewer _____

Date _____

Page 1 of 6

*Resource Name or #: Mess Hall, Central Juvenile Hall

P1. Other Identifier: Pantry, Central Juvenile Hall

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Los Angeles

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad

T 1 S R 13 W NE ¼ of Sec 11 M.D. B.M.

c. Address 1605 Eastlake Avenue, Central Juvenile Hall City Los Angeles

Zip 90033

d. UTM: (give more than one for large and/or linear resources) Zone 11 388476 mE / 3769884 mN

e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.) _____

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Mess Hall is a one-story building with a front-gable roof, and concrete block walls. The primary façade faces southeast toward the landscaped grass lawn and features multiple exits and entrances along all sides. There are casement, simple profile windows with a metal frame along the old "dining room" areas, with top hinges to allow ventilation. These windows are original and appear to be the same size and use the same materials as the windows of the Maximum Security Unit; however, due to the difference in function of the two buildings, they do not have as many security measures enacted and appear to all be reasonably functional. Centered, smaller, horizontally sliding windows supply light into the center, original personnel area, of the building.

(continued on p. 5)

*P3b. Resource Attributes: (List attributes and codes) HP39. County Jail Building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession#)

View of primary and side façades, view toward east.

April 14 2026

*P6. Date Constructed/Age and Source:

☒ Historic ☐ Prehistoric ☐ Both

c.1954

Los Angeles County Public Works; Los Angeles Times

*P7. Owner and Address:

*P8. Recorded by: (Name, affiliation, and address)

Madeline Gonzalez and Shannon Davis

ASM Affiliates

20 N Raymond, Suite 220

Pasadena, CA 91103

*P9. Date Recorded: April 14, 2026

*P10. Survey Type: (Describe) Pedestrian intensive

*P11. Report Citation: ASM Affiliates, Inc. 2026. *Historical Resources Evaluation Report Three Buildings at Los Angeles Central Juvenile Hall*, Prepared for Jessica Kirchner, Impact Sciences.

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☒ Photograph Record ☐ Other (List): _____



Photo 1. Side façade and detail of windows. View toward east.



Photo 2. Interior of Mess Hall, view of dining area and asbestos tile floor. View toward northwest.



Photo 3. Interior of Mess Hall, view of old kitchen/food preparatory area. View toward northwest.



Photo 4. Interior of Mess Hall, view of old dining area. Asbestos tile visible under carpeted floor. View toward north.

Page 4 of 6

Recorded by: Madeline Gonzalez, ASM Affiliates

*Resource Name or # (Assigned by recorder)

Mess Hall, Central Juvenile Hall

Date: April 14, 2026



Photo 5. Interior of Mess Hall, view of converted office area. Note floodlights installed in the corner. View toward southeast.



Photo 6. Interior of Mess Hall, view of windows and doors from inside. View toward northeast.

***P3a. Description:** (continued from p. 1)

The eight doors intended to be the juvenile entrances into the building are composed of wood with metal handles and appear to be original. The roof material was not visible upon survey; however, contemporary aerials reveal it to be asphalt tarp. The roof extends past the walls of the building creating wide eaves and shading, and there is a ventilation panel in the under-eave of the rear and primary façades (Figures 39-40).

The interior of the original dining rooms areas feature asbestos tile flooring (and one carpeted room with asbestos tile flooring underneath) and a drop-down asbestos tile ceiling with fluorescent lighting. Some doors and walls in between the rooms and spaces appear to be original, and others appear to have been constructed later upon changing use of the building. There is an area in the center of the building that features plaster walls and ceilings, and red tile flooring. This is likely the area where the food that was provided for the boys was stored and/or plated, although it appears to have been modified over time with the construction of walls and the addition of rooms. Remaining utilities indicate that while the interior of the building was equipped for electricity, as a mess hall, interior lighting was minimal. This led to the addition of outlets in many of the converted offices, and the need for light fixtures (likely on a very minimal budget) led there to be outdoor floodlights in the corners of some of the offices.

***Building History**

The Mess Hall building was designed and constructed by architect William F. Stockwell in c.1954, likely as one of the last buildings constructed in that era of expansion. It was not yet visible in the 1952 historic aerial photograph, nor was it visible in the 1954 aerial photograph that was published in the *Los Angeles Times* celebrating the construction of new buildings. Despite appearing for the first time in a 1957 plan map of Central Juvenile Hall, the accompanying article to the 1954 *Los Angeles Times* photograph discussed the presence of a central kitchen that transported meals to "small dining rooms," indicating that the Mess Hall was either already constructed or was planned for upcoming construction, as the expansion of the facility officially ended in 1954. Thus, the construction date of the building was determined to be c.1954.

The Mess Hall's placement within the grounds may today seem random or associated with the nearby Maximum Security Unit due to the proximity between the two. However, an analysis of the location of the buildings on the site from a 1964 aerial reveals the intentionality behind the placement of the building. At that time, the campus of Central Juvenile Hall was divided laterally by gender, with boys housed within the north part of campus (generally above the old alignment of Henry Street) and girls housed within the southern part of campus (generally below the old alignment of Henry Street). The majority of the buildings on the boys side of campus in this era were constructed between 1912 and 1946, with the exception of the Mess Hall and the Boys Maximum Security Unit. The Boys Maximum Security Unit was additionally separated from the facility behind an internal 15-foot concrete wall, against which the Mess Hall building was constructed. The Mess Hall and exterior walls of three other buildings together created the "walls" of a square, the inside of which was a hybrid baseball/football field for recreation. The 1929 Boys School building comprised the north wall of the square, the southeast wall was the 1929 Hospital building, the southwest wall was the 1929 Boys Dormitory, and square was enclosed to the northwest with the construction of the Mess Hall. Half of the recreation area created by these buildings was a flat concrete surface (likely a basketball court or similar recreational amenity). Because the facility was also divided by gender, the girls were given the south side of Central Juvenile Hall with the newest buildings, and the boys side nearly exclusively retained the old buildings for continued use. As such, in the mid-century layout of the facility, the Mess Hall occupied a prominent and convenient location for the boys, who likely entered this side of the facility through the 1929 Hospital Building, and likely thought of the baseball field and square "courtyard" that the buildings created as the center of their side of the facility.

The 1957 plans of Central Juvenile Hall described this building as a mess hall. The Mess Hall was designed to support the operations of the facility at the time of its construction, which at the time had implemented a policy that children were placed in smaller groups of 20, through which they as a unit would interact with the facility and its programs. With this in mind, the Mess Hall was likely constructed to support only a few of these groups of boys at a time and was never intended to support large groups or the entire population of boys at the facility. The Mess Hall likely shifted function upon the construction of the 1975 Boys Dormitory which included dining accommodations for the boys and was likely a more centralized and convenient area for dining. This is supported by the 1974 site plans which still referenced the building as a Mess Hall, and the 1992 plan of the building, which by then was referred to as the "pantry" (Reference Appendix Figures A.1, A.2, and A.4).

Although the original plans of the interior of the building were not available, the placement of exterior doors and the remnant walls indicate renovations have occurred in the interior since it was first used as a mess hall. Because the main kitchen prepared meals to be delivered and eaten in another building across the campus, the door facing southeast toward the field was likely the original personnel door, which is supported by the 1992 plan of the building that appears to have maintained that function. Through those doors one would encounter bathrooms for both genders and a locker area. The other eight doors were likely for the boys, and it is very likely that each door led into

Primary # _____

HRI # _____

Trinomial _____

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*Resource Name or # (Assigned by recorder)

Mess Hall, Central Juvenile Hall

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: April 14, 2026

a dining area for the small groups of boys. This layout was likely altered when the use of the building changed, and the minimal funds to properly enact these changes explain the present odd corners and maze-like floorplan of the building.

While the original plans of Central Juvenile Hall described this building as a mess hall, it was labeled as a “pantry” building in the 1992 building plans and appears to have played a number of roles in support of the youth at the facility. At the time the building plans were drawn, it featured offices (presumably for counselors), a classroom, storage areas, workshop areas for the youth, and what is referred to as “Al Jones Office” and “Al Jones Store,” named in honor of the former Probation director. The “Al Jones” program was an incentive program, where children who participated in the recreation programs the facility offered or otherwise exhibited good behavior would get stamps or tokens that could be redeemed at the “Al Jones Store” for rewards. This may be where the nomenclature of the “pantry” came from to describe the building, as it otherwise appears to have primarily been administrative after the late 1970s.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 1 of 6

*Resource Name or #: Warehouse, Central Juvenile Hall

P1. Other Identifier: Game Room, Central Juvenile Hall

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Los Angeles

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad

T 1 S R 13 W NE ¼ of Sec 11 M.D. B.M.

c. Address 1605 Eastlake Avenue, Central Juvenile Hall City Los Angeles

Zip 90033

d. UTM: (give more than one for large and/or linear resources) Zone 11 388476 mE / 3769884 mN

e. Other Locational Data: (e.g. parcel#, directions to resource, elevation, etc.) _____

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Warehouse building is one-story with stucco exterior cladding on all sides and a flat roof that was obscured by vertical corrugated metal plates (seen on other old buildings throughout the facility and likely implemented to prevent youth from climbing onto the roof). Medium extending eaves on the northwest side reveal some wood rafters, and the addition of protective wood planking along the eaves indicates that the roof had been modified or changed in some capacity—likely when the gable of the roof was removed. Windows are only present on the side facing northeast, and a gutter system appears to have been recently installed on this side as well (again, likely when the gable roof was removed).

(continued on p. 5)

*P3b. Resource Attributes: (List attributes and codes) HP39. County Jail Building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession#)

Side façade, view toward northeast.

April 14, 2026

*P6. Date Constructed/Age and Source:

☒ Historic ☐ Prehistoric ☐ Both

c.1946

Sanborn Fire Insurance Maps (Library of Congress); Los Angeles Times

*P7. Owner and Address:

*P8. Recorded by: (Name, affiliation, and address)

Madeline Gonzalez and Shannon Davis

ASM Affiliates

20 N Raymond, Suite 220

Pasadena, CA 91103

*P9. Date Recorded: April 14, 2026

*P10. Survey Type: (Describe) Pedestrian intensive

*P11. Report Citation: ASM Affiliates, Inc. 2026. Historical Resources Evaluation Report Three Buildings at Los Angeles Central Juvenile Hall, Prepared for Jessica Kirchner, Impact Sciences.

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☒ Photograph Record ☐ Other (List): _____



Photo 1. Detail of entrance to Warehouse building, with gate visible and Boys Maximum Security Unit in background. View toward northeast.



Photo 2. Side of Warehouse facing the Boys Maximum Security Unit. Note, this is the only side of the building with (historic era) windows. View toward northeast.

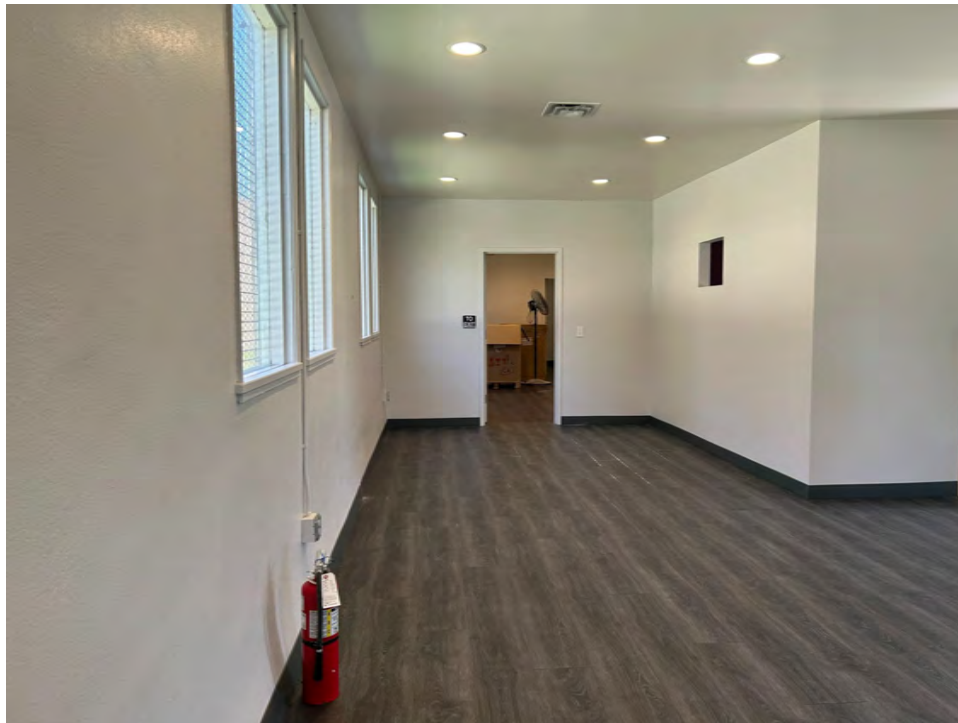


Photo 3. Interior of Warehouse, view of game room side for delinquent children. View toward northeast.

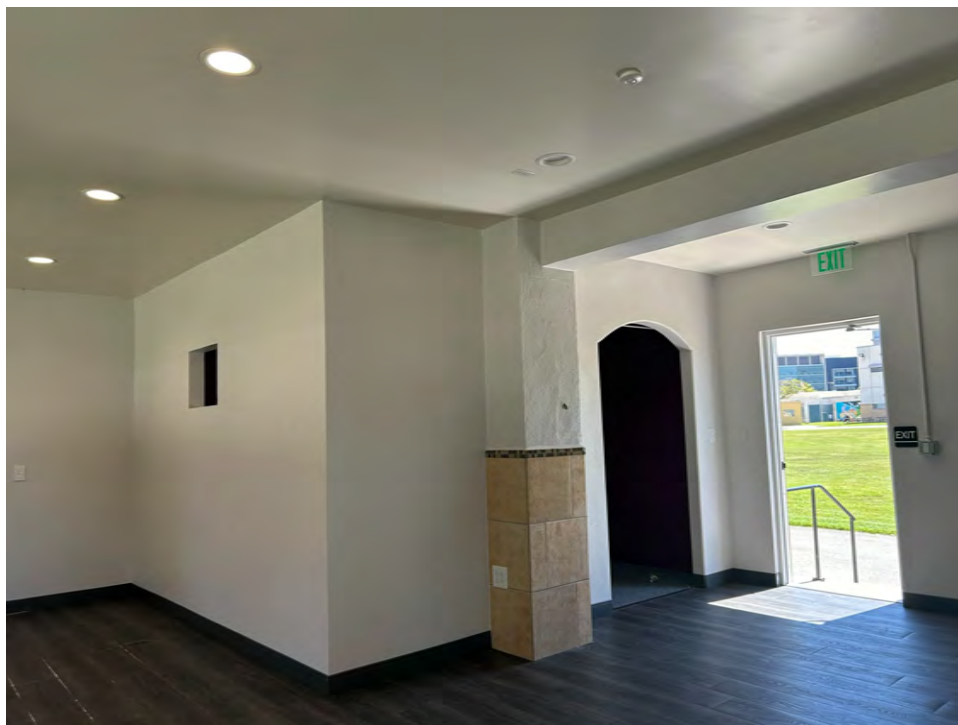


Photo 4. Interior of Warehouse, view of entrance into the game room side of the building for delinquent children. View of theater room. View toward east.



Photo 5. Interior of Warehouse, view of the theater room. View toward north.



Photo 6. View of interior of Warehouse, view of personnel side of building. Note original, double hung, sash windows.

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*Resource Name or # (Assigned by recorder)

Warehouse, Central Juvenile Hall

Recorded by: Madeline Gonzalez, ASM Affiliates

Date: April 14, 2026

***P3a. Description:** (continued from p. 1)

The primary façade appears to be the side that faces the campus. While the northwestern side features windows and no doors, the southeastern side features doors but no windows. All the doors are replaced, flat, metal doors. One door on this side leads to the game room/theater area, and the other door features an ADA compliance ramp and leads into the personnel area. Another entrance to the building is on the southwest side, and features a replaced, flat, metal door and a new fixed window.

Despite being the oldest building in the Central Juvenile Hall facility, the interior of the building is the most modern, as it features the most recent renovations. The ceiling and walls were modernized and are composed of plaster with direct overhead lighting and central air conditioning. The floors are composed of laminate vinyl flooring designed to have the appearance of wood. The theater room, noted in the 1992 plans of the building, is extant, and features carpeted flooring as well as stepped ledges for seating. The personnel rooms have been completely altered and remodeled, and now support a much smaller office space, a room for the air conditioning unit, and an expanded bathroom and shower area.

***Building History**

The Warehouse building was constructed as part of a c.1946 expansion to support dependent, or foster, children in separate facilities than the “delinquent” children housed at Central Juvenile Hall. In 1912, when the first Juvenile Hall building was constructed, both delinquent and dependent children were kept in the same building, albeit in separate wards. This was likely a problematic arrangement that was resolved by the 1929 expansion of the facility with the construction of a separate cottage in the northeast corner of the grounds. Known as the “Junior Cottage,” this building was separated entirely from the rest of the site by an internal 15-foot concrete wall in some areas and in other areas a chain-link barbed fence. This building was described as a two-story structure with wood interior and was flagged in 1940 as a “fire trap,” with the County fire warden urging immediate attention be paid to the matter for the safety of the children who were housed there (*Los Angeles Evening Citizen News* 1940). This, coupled with the ever-increasing population of delinquent and dependent children, likely was the impetus for the construction of what would be called the “Julia Lathrop Cottage,” which was opened and dedicated to Julia Lathrop in 1946. In addition to the new cottage building (which featured a dining room, play room, kitchen, bathroom, and 14 sleeping rooms) the Sanborn maps note other buildings for dependent children were constructed within this complex including a nursery, warehouse, and clinic (*Los Angeles Times* 1946). The Sanborn Map additionally notes the presence of a residence, although the association of the residence to the Julia Lathrop Cottage complex is uncertain. Additionally, the Sanborn Map indicates that at that time the entire complex was behind a 15-foot wall, separating the delinquent grounds from the dependent grounds (Sanborn Map Company 1951).

The Julia Lathrop Cottage complex did not change in the 1952 historic aerial photograph, although by 1954, the *Los Angeles Times* announced the construction of a new building, on the other side of the campus along Biggy Street, that was to take the name of Julia Lathrop Hall and be the primary care center for dependent/foster children. As a result, and likely to avoid confusion, the Julia Lathrop Cottage constructed in 1946 was then re-named the Junior Cottage. As a result of the expansion of the grounds that occurred between 1952 and 1954, the new facilities constructed to support dependent children, and the construction of the Boys Maximum Security Unit in the vicinity of the original location of the complex, many of the original supporting buildings to the former Julia Lathrop Cottage complex were demolished. The 1957 site map of the Central Juvenile Hall facility indicates that the only remaining buildings from the original complex were the Junior Cottage (formerly the Julia Lathrop Cottage) constructed in 1946 and the Warehouse building. The area northeast of the complex was at this time reflective of the building's use for young children, with a sand box and a teeter-totter. At that time, the Warehouse building still only supported the Junior Cottage (formerly Julia Lathrop Cottage), as it was separated from the delinquent side of the campus by chain-link fencing in some areas and concrete walls in others. The Junior Cottage and surrounding area were eventually demolished around 1967, when construction began on the new Boys School building and the two-story parking lot that would occupy the space. The only exception was the Warehouse building, which is now the oldest building still standing within the Central Juvenile Hall site. The Warehouse building was likely incorporated into the “delinquent” side of the Central Juvenile Hall site with the opening of the new Boys School in 1972.

As evidenced from its original footprint when it first appeared in the updated Sanborn Map of Central Juvenile Hall, the building has been renovated several times. In its first iteration, as visible in the updated Sanborn Map and the 1948 historic aerial photograph, it appeared to be attached to the nursery building, although it is unclear if the buildings were internally connected or simply shared a common wall. The updated Sanborn Map additionally identifies the Warehouse building as retaining a cantilever roof on the side facing the Juvenile Hall site, a feature that appeared to be extant in a 1957 historic photograph where the gable of the building is apparent. This is additionally confirmed in the 1957 site plan of Central Juvenile Hall, which identifies a gate (not a door) along the roofline of the building, in the same general area as one of the present entrances into the building, facing the campus. The interior of the building was likely renovated in tandem with the construction of the new Boys School, in which its use changed from warehouse to a multi-purpose room. This is likely when the porch area created by enclosing the area where the cantilever roof previously extended, as the 15-foot walls surrounding the Boys Maximum Security Unit were also removed and the boundary of the facility was re-defined to incorporate the old Julia Lathrop

Primary # _____

HRI # _____

Trinomial _____

Page 6 of 6

*Resource Name or # (Assigned by recorder)

Warehouse, Central Juvenile Hall

Recorded by: Madeline Gonzalez, ASM Affiliates

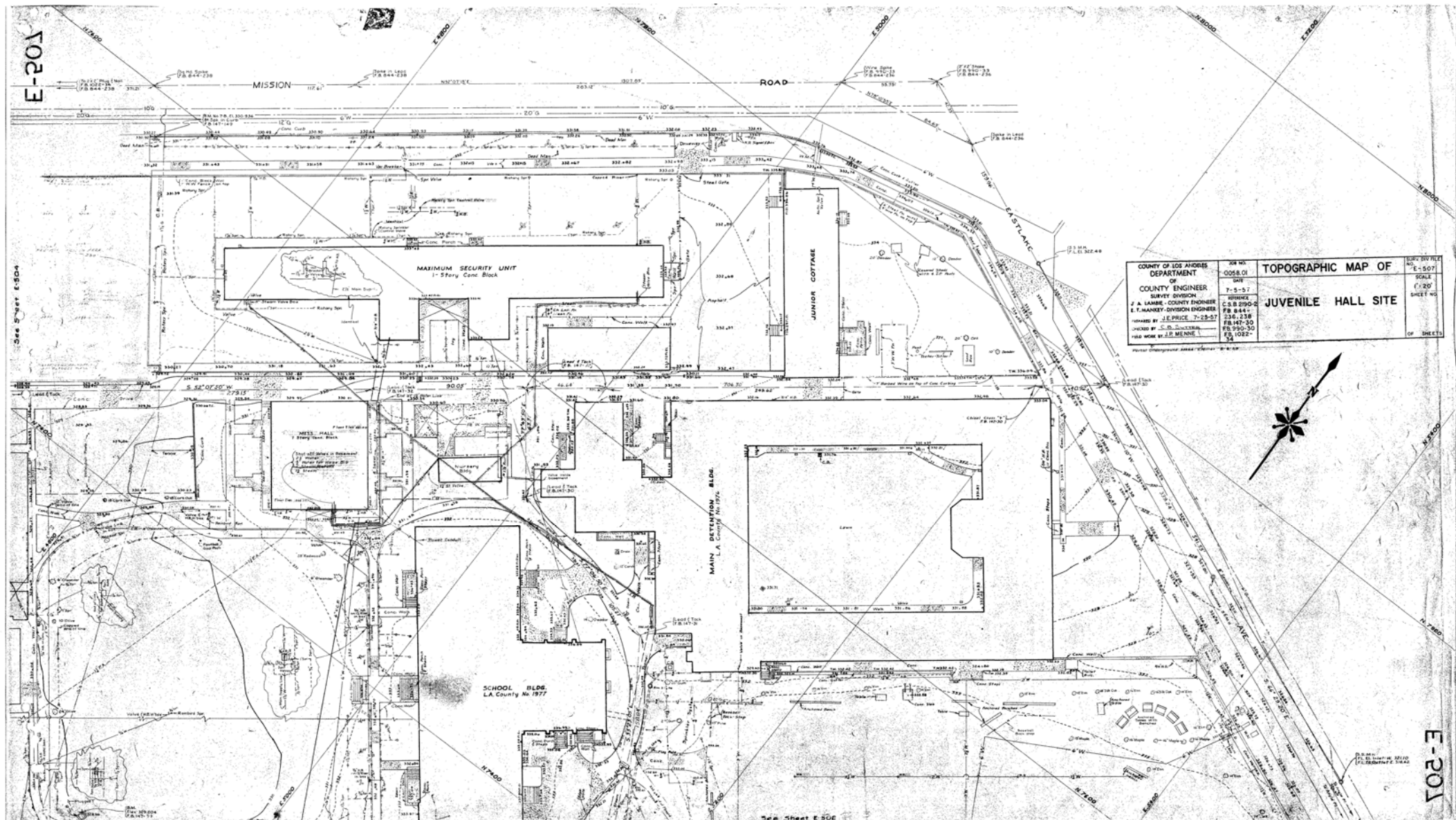
Date: April 14, 2026

Cottage complex space. These changes allowed the Warehouse to be directly accessible to children for the first time. Plans of the building were made available, and although undated, appear to have been drawn at the same time as other available plans, which were drawn in 1992. These plans indicate that the building was referred to as a storage building, and one side was used by the children as a game room, and the other side was used by personnel for various purposes. The children's side included a room that acted as a theater, and the personnel side included a cold storage room, an office with an attached toilet and shower, and a gardener's room, with a door accessible from the outside. These plans, along with the on-site survey of the building, confirm the once-extant cantilever roof through the continued presence of load-bearing columns within the building that mark the original end of the building. This building was completely renovated again in recent years, likely around 2014 when the adjacent substation to the northeast of the building was constructed. This renovation likely removed the once-extant gable roof of the building, and added amenities not found in the other older buildings on the site, such as non-fluorescent overhead lighting and air conditioning (Reference Appendix Figures A.1, A.2, and A.5).

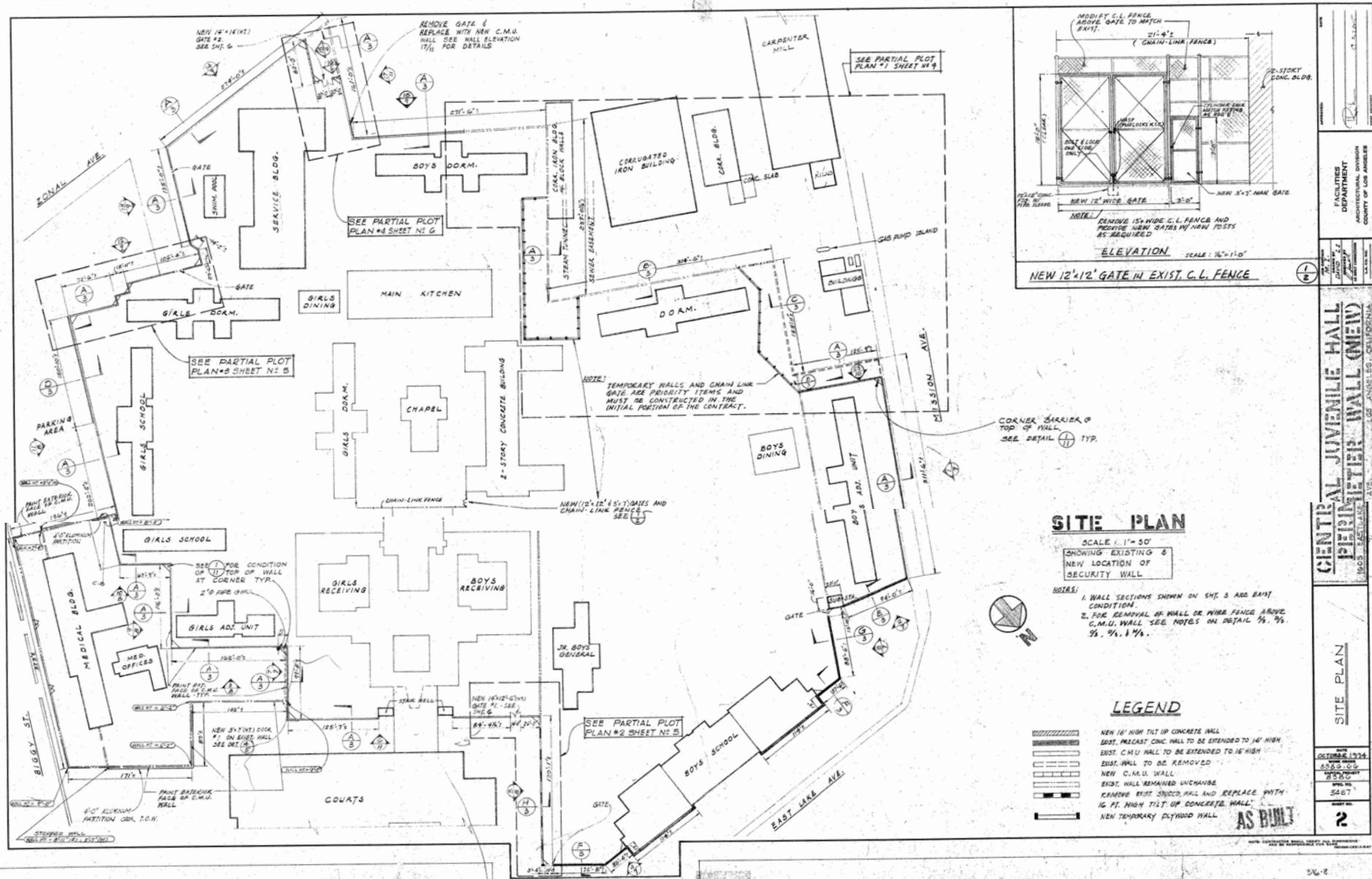
One final interesting detail to note that reveals the age of the building is the placement of windows (with the exception of one modern window by the primary entrance into the building). The windows are only found on the northwestern side of the facility. This is because when the building was first constructed, a large 15-foot concrete wall separated the delinquent campus from the dependent campus. Constructing windows that would face a wall made little sense, and therefore windows were only placed on the side that faced, at the time, landscaping and other small support buildings. Then, when the Boys Maximum Security Unit was constructed, it was designed around the warehouse building, with enough space initially for the construction of a tall chain-link fence, before the building was incorporated into the delinquent side of the campus. Additionally, the function of the rooms are indicated by the window types. The original double-hung vertical-sliding windows indicate rooms used by personnel as the windows never had to be secured or bolted to prevent misuse from delinquent youth. On the other hand, the game room area features fixed windows that appear to date to the late mid-century, when the building was modified to provide a game room and theater for the delinquent children.

APPENDIX B

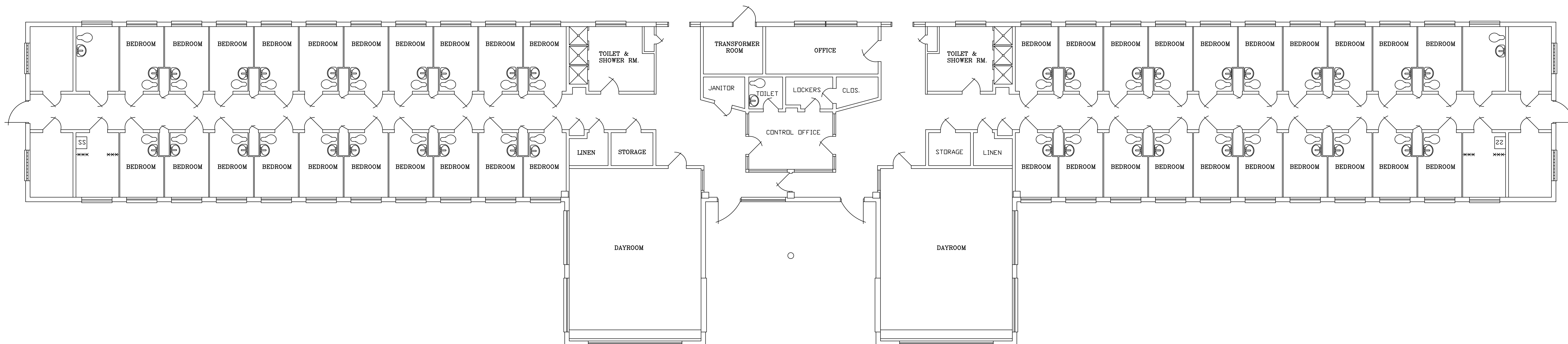
Site Maps and Building Plans



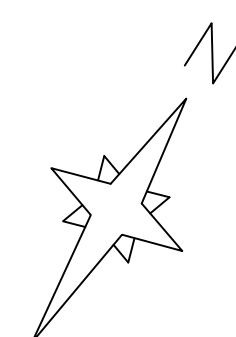
Appendix Figure A.1: 1957 Site Plan of Central Juvenile Hall



Appendix Figure A.2: 1974 Site Map of Central Juvenile Hall



CENTRAL JUVENILE HALL
BOYS' CLOSED UNIT
BUILDING 10
LACO# 3104

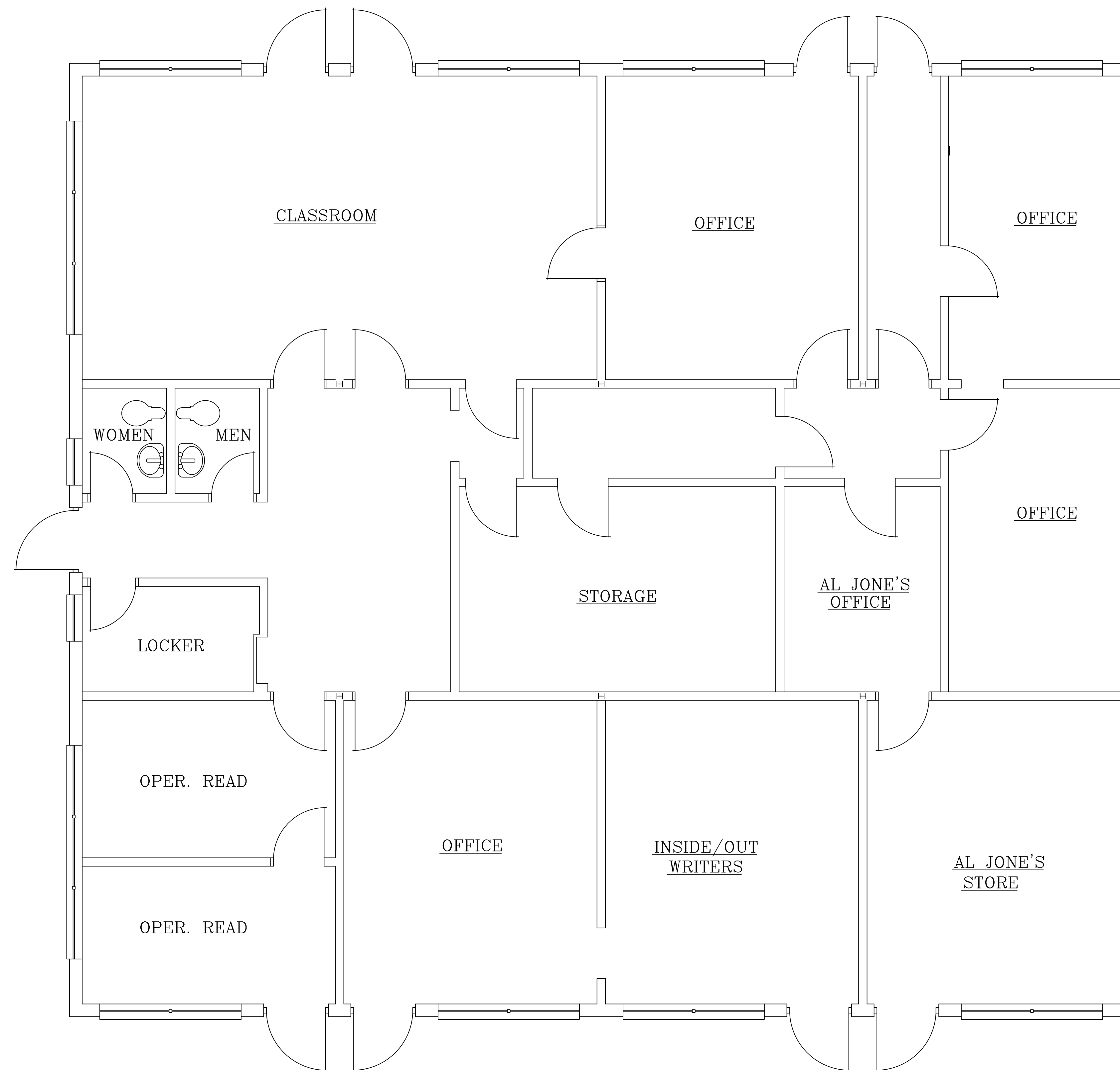


LOS ANGELES COUNTY
PROBATION DEPARTMENT
FACILITIES PLANNING

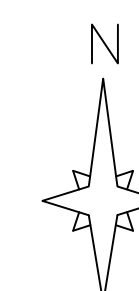
Prepared by: Joe Cervantes

Date: 8-20-92

Appendix Figure A.3: 1992 Building Plan of Boys Maximum Security Unit



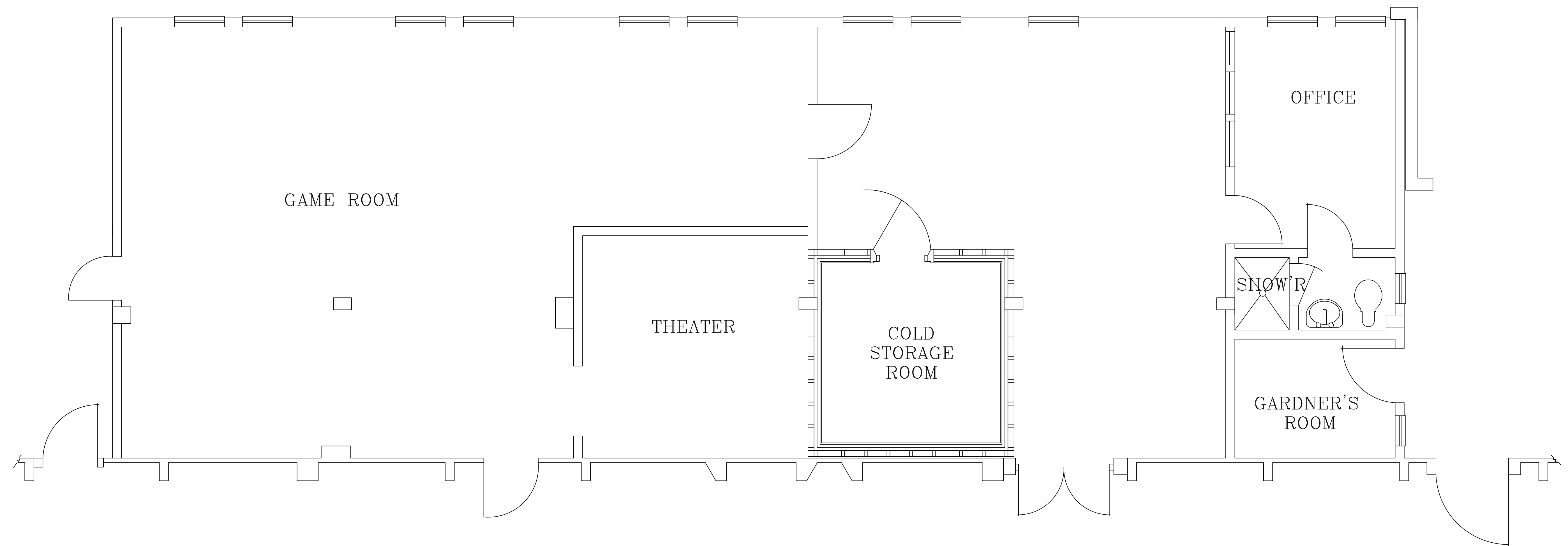
CENTRAL JUVENILE HALL
 PANTRY
 BUILDING 12B
 LACO# 3172



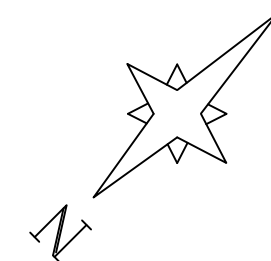
LOS ANGELES COUNTY
 PROBATION DEPARTMENT
 FACILITIES PLANNING

Prepared by: Joe Cervantes Date: 8/25/92

Appendix Figure A.4: 1992 Building Plan of Mess Hall



CENTRAL JUVENILE HALL
STORAGE BUILDING
BUILDING 10A
LACO# 1465



LOS ANGELES COUNTY
PROBATION DEPARTMENT
FACILITIES PLANNING

Prepared by: Joe Cervantes	Date:
	Drawing:

Appendix Figure A.5: c.1992 Building Plan of Warehouse