

APPROVED

FEB 01 2021

BOARD OF RECREATION AND PARK COMMISSIONERS

BOARD REPORT

NO. 24-041

DATE February 01, 2024

C.D. 15

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: WATTS SKATE PARK – FIRST AMENDMENT TO, AND RESTATEMENT OF, THE MEMORANDUM OF AGREEMENT BETWEEN THE DEPARTMENT OF TRANSPORTATION AND THE DEPARTMENT OF RECREATION AND PARKS FOR THE JOINT USE OF A PORTION OF THE WATTS SKATE PARK PROPERTY

B. Aguirre	<u> </u>	M. Rudnick	<u> </u>
B. Jones	<u> </u>	for C. Santo Domingo	<u>DF</u>
B. Jackson	<u> </u>	N. Williams	<u> </u>

General Manager

Approved X

Disapproved

Withdrawn

RECOMMENDATIONS

1. Approve the proposed First Amendment and Restatement of the Memorandum of Agreement (Amendment) in the form attached as Attachment 1 to this Report to reflect the correct land parcels;
2. Authorize the Department of Recreation and Parks' General Manager or designee to make technical corrections as necessary to carry out the intent of this Report; and,
3. Authorize the General Manager to execute the Amendment upon receipt of all necessary approvals

SUMMARY

On December 16, 2021, the Board of Recreation and Park Commissioners (Board) approved the Watts Skate Park Project (PRJ20577) and authorized the Department of Recreation and Parks' (RAP) General Manager to execute a Memorandum of Agreement (MOA) between the Department of Transportation (LADOT) and RAP for the joint use of a portion of the Watts Skate Park Property (Attachment 3).

The MOA between RAP and LADOT permitted RAP to construct the skate park on LADOT-owned land located at Imperial Highway just West of Wilmington Avenue. RAP is responsible for the design, construction, maintenance, security, and utilities costs associated with the skate park. The term of the MOA is for fifty (50) years (Attachment 2).

BOARD REPORT

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On February 17, 2022, the Board approved a revised MOA between LADOT and RAP, which revised the language in the Maintenance section, including graffiti removal among RAP's future maintenance commitments (Attachment 4).

The MOA originally identified the premises of Watts Skate Park as sixteen (16) Assessor Parcel Numbers (APNs) 6069-029-902 to 6069-029-917 (Attachment 2). Subsequent investigation in 2023 determined that one of the parcels (APN 6069-029-911) had been eliminated in 2004, and that three of the identified APNs (APNs 6069-029-908, 6069-029-916 and 6069-029-917) covered by the MOA were included in error. These three APNs make up what is currently known as Grigsby Park and were already owned by RAP, and therefore, should not have been included in the MOA.

In summary, the proposed Amendment seeks to amend and restate the MOA by removing the following parcels:

- 6069-029-908
- 6069-029-911
- 6069-029-916
- 6069-029-917

Therefore, the premises of Watts Skate Park consist of the following twelve (12) parcels, APNs listed below:

- 6069-029-902
- 6069-029-903
- 6069-029-904
- 6069-029-905
- 6069-029-906
- 6069-029-907
- 6069-029-909
- 6069-029-910
- 6069-029-912
- 6069-029-913
- 6069-029-914
- 6069-029-915

All other provisions of the MOA remain the same.

TREES AND SHADE

The proposed project will have no impact on the existing trees and shade at Watts Skate Park.

BOARD REPORT

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ENVIRONMENTAL IMPACT

The Board approved the Memorandum of Understanding (MOA) between the Department of Transportation (LADOT) and RAP for the joint use of a portion of the Watts Skate Park on December 16 2021. With that report, the Board adopted an Initial Study/Mitigated Negative Declaration (IS/MND). A Notice of Determination (NOD) was filed with the Los Angeles County Clerk on December 21, 2021.

The proposed project consists to an adjustment to the parcel numbers included in the MOA and does not affect the physical characteristics of the project, nor can possibly cause any direct impact or foreseeable indirect impact on the environment.

Based on these considerations staff recommends that the Board take no further CEQA action.

FISCAL IMPACT

The approval of this proposed Amendment will have no fiscal impact on RAP's General Fund.

STRATEGIC PLAN INITIATIVES AND GOALS

Approval of this Board Report advances RAP's Strategic Plan by supporting:

Goal No. 1 Provide Safe and Accessible Parks
Outcome No. 2 All parks are safe and welcoming

Result: The construction of a new skate park will serve 5,582 residents within a one-half mile walking distance.

This Report was prepared by Angela Wang, Management Assistant, Planning, Maintenance and Construction Branch.

LIST OF ATTACHMENTS/EXHIBITS

- 1) Draft of First Amendment and Restatement of the Memorandum of Agreement
- 2) Memorandum of Agreement
- 3) BR 21-206
- 4) BR 22-033

**FIRST AMENDMENT TO, AND RESTATEMENT OF,
THE MEMORANDUM OF AGREEMENT
BETWEEN THE DEPARTMENT OF TRANSPORTATION
AND THE DEPARTMENT OF RECREATION AND PARKS
FOR THE JOINT USE OF A PORTION OF THE
WATTS SKATE PARK PROPERTY**

This First Amendment to, and Restatement of, the Memorandum of Agreement (hereinafter referred to as “Restated MOA”) is entered into by and between the Department of Transportation (hereinafter referred to as the “Transportation Department” or as “LADOT”) and the Department of Recreation and Parks (hereinafter referred to as “RAP”), for the use of the Watts Skate Park site for RAP to improve and maintain for recreational purposes during the term of this Restated MOA as further described herein. LADOT and RAP may be referred to individually as a “PARTY” or collectively as the “PARTIES”.

RECITALS

WHEREAS, LADOT owns that certain real property located at 1855 East Imperial Highway, Los Angeles, CA 90059 (such property is further described herein and is hereinafter referred to as “PREMISES”); and

WHEREAS, the PARTIES recognized that the proposed uses of the PREMISES for the Watts Skate Park would best serve the public at this time by providing recreational purposes and each of the PARTIES desire to enter into this MOA to effectuate such uses; and

WHEREAS, RAP has the ability and resources to improve and maintain the PREMISES for the recreational purposes set forth in this Restated MOA:

WHEREAS, on February 28, 2022, LADOT and RAP entered into a MOA for the use and maintenance of the PREMISES (attached hereto as Exhibit A);

WHEREAS, the MOA originally identified the PREMISES as Assessor Parcel Numbers (APNs) 6069-029-902 to 6069-029-917, subsequent investigation in 2023 determined that one of the parcels (APN -911) had been eliminated in 2004, and that three of the identified APNs (APNs -908, -916 and -917) covered by the MOA, as shown in Exhibit A, were included in error, as these three APNs make up the current Grigsby Park and were already owned by RAP , and therefore, should not have been included in the MOA.

WHEREAS, the PARTIES now seek to amend and to restate the MOA to reflect the correct parcels covered by the MOA. All other provisions of the MOA remain the same ;

NOW THEREFORE, the PARTIES hereby agree to amend the MOA, and to restate it in its entirety, with the following terms and conditions for the use and maintenance of the PREMISES as the Restated MOA, as follows:

SECTION 1 – PURPOSE

The purpose of this MOA is to authorize use of PREMISES by RAP to improve and maintain PREMISES for recreational purposes as set forth in this MOA for the benefit of the public subject to the terms and conditions of this MOA.

Ownership of PREMISES (defined below) will remain with LADOT.

SECTION 2 – DESCRIPTION OF PREMISES

The PREMISES is described as approximately 53,000 square feet of land located at Imperial Highway just west of Wilmington Avenue and identified by the County of Los Angeles as the following APNs:

6069-029-902
6069-029-903
6069-029-904
6069-029-905
6069-029-906
6069-029-907
6069-029-909
6069-029-910
6069-029-912
6069-029-913
6069-029-914
6069-029-915

The PREMISES is shown on Exhibit A (Premises Map) of this Restated MOA.

SECTION 3 – TERM

The term of this Restated MOA will commence on February 28, 2022 and be effective for a period of fifty (50) years.

This Restated MOA may be terminated by either LADOT or RAP for any reason by either PARTY providing a written notice of at least thirty (30) days prior to the date set forth in said notice for such termination.

SECTION 4 – ROLES AND RESPONSIBILITIES OF THE PARTIES

A. Department of Recreation and Parks

1. Use: RAP is authorized to use the PREMISES throughout the term of this Restated MOA and subject to this Restated MOA for passive and active recreational purposes as set forth in this Restated MOA and as may be further approved by LADOT.
2. Maintenance: In connection with its use of the PREMISES, RAP will maintain the PREMISES at no cost to LADOT throughout the term of this Restated MOA. This includes,

but is not limited, to ensuring the PREMISES receives routine landscape maintenance, tree trimming and removal as-needed, trash removal and disposal, graffiti removal, and replacement of grass, plants, flowers, and trees as-needed to maintain an attractive and inviting atmosphere for passive and active recreational purposes.

3. Amenities and Equipment: RAP may install amenities (e.g., benches, picnic tables, drinking fountains, etc.) and equipment (e.g., skate park, outdoor gym equipment, etc.) for public use at no cost to LADOT. RAP will maintain and repair such amenities and equipment as-needed at no cost to LADOT. Upon the termination date of this Restated MOA or written notice of sooner termination, RAP will remove such amenities and equipment from PREMISES and retain ownership of such amenities and equipment; provided, however, that RAP and LADOT may agree for such amenities and equipment to remain on the PREMISES. In the event such amenities and equipment remain on PREMISES upon termination of this Restated MOA, LADOT would thereafter become responsible for ongoing maintenance and repair of such amenities and equipment.

RAP shall obtain the prior written approval of LADOT for any fixed structure (e.g., storage shed, pavilion, stage, etc.) proposed by RAP to be constructed on PREMISES. LADOT shall not unreasonably deny such written approval.

4. Improvements: RAP shall be responsible for constructing and installing any improvements to PREMISES for recreational purposes as authorized herein, and RAP shall incur all costs for providing such improvements to PREMISES.
5. Design and Construction: RAP shall include LADOT staff in PREMISES design and construction meetings if desired by LADOT.
6. Utilities: RAP shall be responsible for all utility costs related to PREMISES in connection with RAP's use of the PREMISES. Such costs include, but are not limited to, the installation, repair and maintenance of utility meters, utility lines, and irrigation systems.
7. Security: RAP shall be responsible for all security related to PREMISES in connection with RAP's use of the PREMISES, which consists of the use of Park Rangers and/or the Los Angeles Police Department.
8. Emergencies: With respect to the PREMISES and RAP's use thereto, RAP shall be responsible for responding to emergencies and/or notifying the appropriate agencies to respond to emergencies (e.g., Los Angeles Police Department, Los Angeles Fire Department, etc.) and to perform any action necessary subsequent to such emergency.

B. Transportation Department

1. Design and Construction: LADOT will give RAP the right to develop and utilize the PREMISES for park purposes. LADOT will review and approve the PREMISES design, such approval to not be unreasonably withheld.

2. Pre-existing Conditions: LADOT shall remain primarily responsible and liable for any matters, claims or liabilities related to any condition or issue unrelated to or existing prior to RAP's use of the PREMISES as contemplated under this Restated MOA.

SECTION 5 – REPRESENTATIVES OF THE PARTIES

- A. Los Angeles Department of Transportation
Laura Rubio-Cornejo, General Manager
100 South Main Street, 10th Floor
Los Angeles, CA 90012

Telephone: (213) 972-8480

LADOT shall provide RAP with written notice of any name or address change within thirty (30) calendar days of the occurrence of said name or address change.

- B. Department of Recreation and Parks
Jimmy Kim, General Manager
221 North Figueroa Street, 1st Floor
Los Angeles, CA 90012

Telephone: (213) 202-2633

RAP shall provide LADOT with written notice of any name or address change within thirty (30) calendar days of the occurrence of said name or address change.

- C. PARTIES reserve the right to appoint an Assistant General Manager level employee to act as a representative in the absence of the above stated representatives.

SECTION 6 – RESOLUTION OF DISPUTES

Should any dispute arise involving the terms and conditions of this Restated MOA, PARTIES agree to meet in good faith within five (5) business days to resolve such dispute. PARTIES commit to dedicate the necessary time and personnel to promptly address and resolve any and all disputes while ensuring effective and efficient service is provided to the public.

SECTION 7 – FINANCIAL RESPONSIBILITY AND INSURANCE

It is hereby understood that RAP is self-insured concerning any claims that may arise as a result of its use of the PREMISES.

Except to the extent attributable to the active negligence or willful misconduct of LADOT, RAP undertakes and agrees to promptly pay, reimburse, cover, and/or otherwise be financially responsible to LADOT, any and all costs arising in any manner by reason of, or incidental to, the performance or this Restated MOA on the part of RAP and/or their contractor or subcontractor of any tier ("Costs"). Such Costs shall include, without limitation, all costs of litigation, claims, losses, demands, expenses, damage or liability of any nature whatsoever (including for death or injury to any person, including RAP's employees, contractors

and agents), or damage or destruction of any property of either party hereto or of third parties. This provision shall survive expiration or termination of this Restated MOA.

SECTION 8 – ACCEPTANCE OF PREMISES

RAP has inspected the PREMISES and agrees that the PREMISES are suitable for the uses permitted herein. No officer or employee of CITY, RAP, or LADOT has made any representation or warranty with respect to the PREMISES except as described in this Restated MOA.

SECTION 9 – FORCE MAJEURE

Neither PARTY hereto shall be liable to the other for any failure, delay, or interruption in the performance of any of the terms, covenants or conditions of this Restated MOA due to causes beyond the control of that PARTY including, without limitation, strikes, boycotts, labor disputes, embargoes, shortages of material, acts of God, landslides, acts of public enemies, acts of superior governmental authority, floods, fires, riots, rebellion, sabotage, or any other circumstance for which such PARTY is not responsible and which is not in its power to control.

SECTION 10 – INCORPORATION OF DOCUMENTS

This Restated MOA and incorporated documents represent the entire integrated agreement between PARTIES and supersedes all prior written or oral representations, discussions, and agreements. This Restated MOA may not be changed or modified in any manner except by formal, written amendment fully executed by both PARTIES. The following Exhibit is attached and made part of this Restated MOA by reference:

Exhibit A - Watts Skate Park Premises Map

(Signature Page to Follow)

IN WITNESS WHEREOF, the Transportation Department and the Department of Recreation and Parks have caused this Restated Memorandum of Agreement (MOA) to be executed by their duly authorized representatives and have executed this Restated MOA.

LOS ANGELES DEPARTMENT OF TRANSPORTATION

Laura Rubio-Cornejo, General Manager

DATE

DEPARTMENT OF RECREATION AND PARKS

JIMMY KIM, General Manager

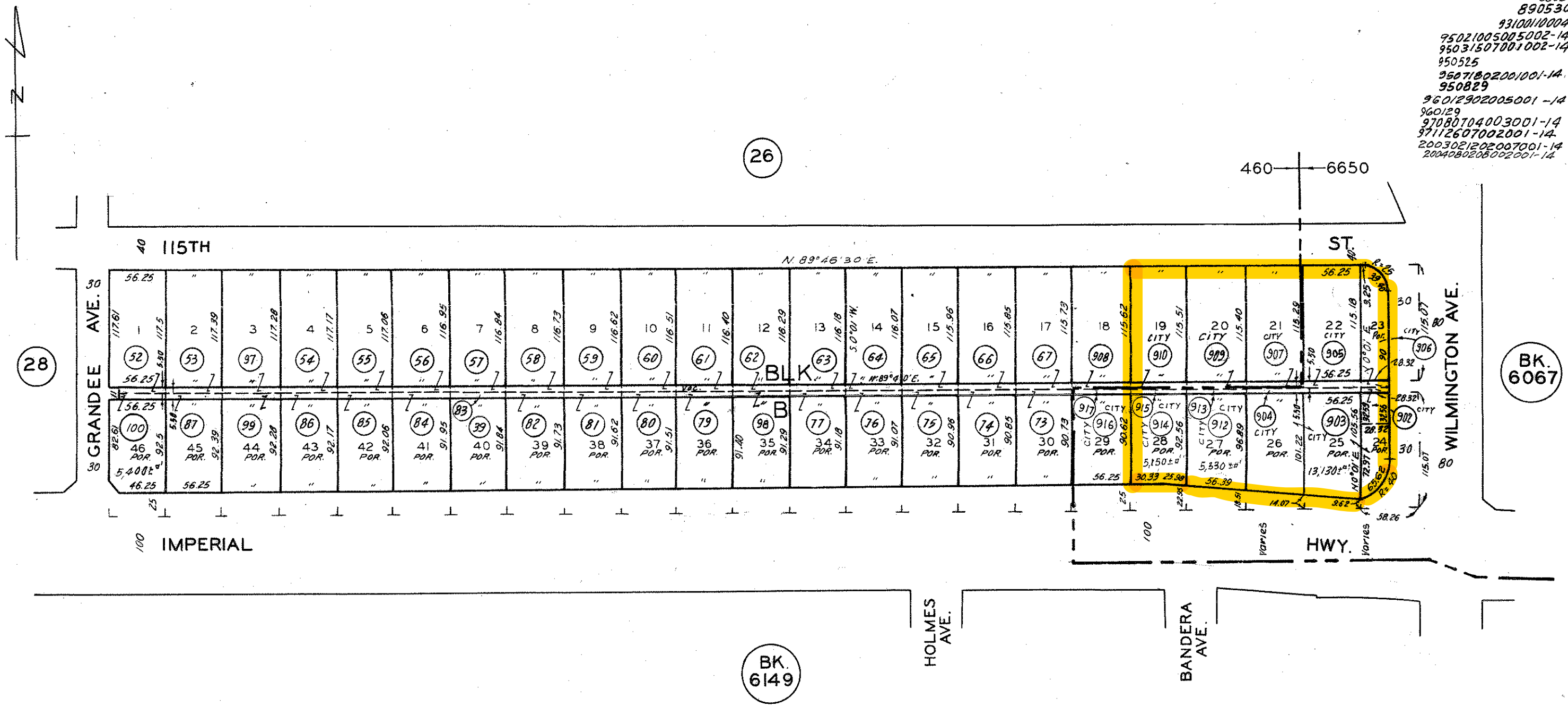
DATE

Exhibit A

Watts Skate Park Premises Map

EXHIBIT A - PREMISES MAP

- 700619215
- 820511303
- 860321208-86
- 860630002-87
- 86117803-87
- 88032804007003
- 89053004001089
- 9310010004001-14
- 95021005005002-14
- 95031507001002-14
- 950525
- 95071802001001-14
- 950829
- 96012902005001-14
- 960129
- 97080704003001-14
- 97112607002001-14
- 2003021202007001-14
- 2004080208002001-14



CODE
460
6650

FOR PREV. ASSM'T SEE:
551-15

DUNBAR PARK

M.B. 26 - 59

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

BOARD OF COMMISSIONERS

SYLVIA PATSAOURAS
PRESIDENT

LYNN ALVAREZ
VICE PRESIDENT

TAFARAI BAYNE
NICOLE CHASE
JOSEPH HALPER

TAKISHA SARDIN
BOARD SECRETARY
(213) 202-2640



ERIC GARCETTI
MAYOR

MICHAEL A. SHULL
GENERAL MANAGER

ANTHONY-PAUL (AP) DIAZ, ESQ.
EXECUTIVE OFFICER &
CHIEF OF STAFF

CATHIE SANTO DOMINGO
ASSISTANT GENERAL MANAGER

MATTHEW RUDNICK
ASSISTANT GENERAL MANAGER

JIMMY KIM
ACTING ASSISTANT GENERAL MANAGER

(213) 202-2633 FAX (213) 202-2614

February 28, 2022

Sent via email

Los Angeles Department of Transportation
100 South Main Street, 10th Floor
Los Angeles, CA 90012

Attention: Seleta J. Reynolds, General Manager

Gentlepersons:

Attached is the Memorandum of Agreement (Agreement #3905) executed on February 28, 2022 between the City of Los Angeles, by and through its Board of Recreation and Park Commissioners, and the Department of Transportation, for the use of the Watts Skate Park site for RAP to improve and maintain for recreational purposes for a term of Fifty (50) years.

If you have any questions with regard to the Agreement at this time, please contact the undersigned at (213) 202-2640.

Very truly yours,

BOARD OF RECREATION AND
PARK COMMISSIONERS

TAKISHA SARDIN
Acting
Commission Executive Assistant II

Attachment: MOA

cc: City Controller
City Attorney
Departmental Chief Accountant
Meghan Luera, Management Analyst, Planning, Maintenance and Construction Branch



**MEMORANDUM OF AGREEMENT
BETWEEN
THE DEPARTMENT OF TRANSPORTATION
AND
THE DEPARTMENT OF RECREATION AND PARKS
FOR THE JOINT USE OF A PORTION OF THE
WATTS SKATE PARK PROPERTY**

This Memorandum of Agreement (hereinafter referred to as “MOA”) is entered into by and between the Department of Transportation (hereinafter referred to as the “Transportation Department” or as “LADOT”) and the Department of Recreation and Parks (hereinafter referred to as “RAP”), for the use of the Watts Skate Park site for RAP to improve and maintain for recreational purposes during the term of this MOA as further described herein. LADOT and RAP may be referred to individually as a “PARTY” or collectively as the “PARTIES”.

RECITALS

WHEREAS, LADOT owns that certain real property located at 1855 East Imperial Highway, Los Angeles, CA 90059 (such property is further described herein and is hereinafter referred to as “PREMISES”); and

WHEREAS, the PARTIES recognize that the proposed uses of the PREMISES described as approximately 37,000 square feet of land, identified as Assessor Parcel Numbers (APNs) 6069-029-902 to 6069-029-917, shown as yellow-highlighted parcels in Exhibit A, would best serve the public at this time by providing recreational purposes and each of the PARTIES desire to enter into this MOA to effectuate such uses; and

WHEREAS, RAP has the ability and resources to improve and maintain the PREMISES for the recreational purposes set forth in the MOA.

NOW THEREFORE, the PARTIES hereby agree to the following terms and conditions for the use and maintenance of the PREMISES.

SECTION 1 – PURPOSE

The purpose of this MOA is to authorize use of PREMISES by RAP to improve and maintain PREMISES for recreational purposes as set forth in this MOA for the benefit of the public subject to the terms and conditions of this MOA.

Ownership of PREMISES (defined below) will remain with LADOT.

SECTION 2 – DESCRIPTION OF PREMISES

The PREMISES is described as approximately 37,000 square feet of land located at Imperial Highway just west of Wilmington Avenue and identified by the County of Los Angeles as APNs 6069-029-902 to 6069-029-917.

The PREMISES is shown on Exhibit A (Premises Map) of this MOA.

SECTION 3 – TERM

The term of this MOA will commence on February 28, 2022 and be effective for a period of fifty (50) years.

This MOA may be terminated by either LADOT or RAP for any reason by either PARTY providing a written notice of at least thirty (30) days prior to the date set forth in said notice for such termination.

SECTION 4 – ROLES AND RESPONSIBILITIES OF THE PARTIES

A. Department of Recreation and Parks

1. Use: RAP is authorized to use the PREMISES throughout the term of this MOA and subject to this MOA for passive and active recreational purposes as set forth in this MOA and as may be further approved by LADOT.
2. Maintenance: In connection with its use of the PREMISES, RAP will maintain the PREMISES at no cost to LADOT throughout the term of this MOA. This includes, but is not limited, to ensuring the PREMISES receives routine landscape maintenance, tree trimming and removal as-needed, trash removal and disposal, graffiti removal, and replacement of grass, plants, flowers, and trees as-needed to maintain an attractive and inviting atmosphere for passive and active recreational purposes.
3. Amenities and Equipment: RAP may install amenities (e.g., benches, picnic tables, drinking fountains, etc.) and equipment (e.g., skate park, outdoor gym equipment, etc.) for public use at no cost to LADOT. RAP will maintain and repair such amenities and equipment as-needed at no cost to LADOT. Upon the termination date of this MOA or written notice of sooner termination, RAP will remove such amenities and equipment from PREMISES and retain ownership of such amenities and equipment; provided, however, that RAP and LADOT may agree for such amenities and equipment to remain on the PREMISES. In the event such amenities and equipment remain on PREMISES upon termination of this MOA, LADOT would thereafter become responsible for ongoing maintenance and repair of such amenities and equipment.

RAP shall obtain the prior written approval of LADOT for any fixed structure (e.g., storage shed, pavilion, stage, etc.) proposed by RAP to be constructed on PREMISES. LADOT shall not unreasonably deny such written approval.

4. Improvements: RAP shall be responsible for constructing and installing any improvements to PREMISES for recreational purposes as authorized herein, and RAP shall incur all costs for providing such improvements to PREMISES.
5. Design and Construction: RAP shall include LADOT staff in PREMISES design and construction meetings if desired by LADOT.
6. Utilities: RAP shall be responsible for all utility costs related to PREMISES in connection with RAP's use of the PREMISES. Such costs include, but are not limited to, the installation, repair and maintenance of utility meters, utility lines, and irrigation system.
7. Security: RAP shall be responsible for all security related to PREMISES in connection with RAP's use of the PREMISES, which consists of the use of Park Rangers and/or the Los Angeles Police Department.
8. Emergencies: With respect to the PREMISES and RAP's use thereto, RAP shall be responsible for responding to emergencies and/or notifying the appropriate agencies to respond to emergencies (e.g., Los Angeles Police Department, Los Angeles Fire Department, etc.) and to perform any action necessary subsequent to such emergency.

B. Transportation Department

1. Design and Construction: LADOT will give RAP the right to develop and utilize the PREMISES for park purposes. LADOT will review and approve the PREMISES design, such approval to not be unreasonably withheld.
2. Pre-existing Conditions: LADOT shall remain primarily responsible and liable for any matters, claims or liabilities related to any condition or issue unrelated to or existing prior to RAP's use of the PREMISES as contemplated under this MOA.

SECTION 5 – REPRESENTATIVES OF THE PARTIES

- A. Los Angeles Department of Transportation
Seleta J. Reynolds, General Manager
100 South Main Street, 10th Floor
Los Angeles, CA 90012
Telephone: (213) 972-8480

LADOT shall provide RAP with written notice of any name or address change within thirty (30) calendar days of the occurrence of said name or address change.

- B. Department of Recreation and Parks
Michael A. Shull, General Manager
221 North Figueroa Street, 1st Floor
Los Angeles, CA 90012
Telephone: (213) 202-2633

RAP shall provide LADOT with written notice of any name or address change within thirty (30) calendar days of the occurrence of said name or address change.

- C. PARTIES reserve the right to appoint an Assistant General Manager level employee to act as a representative in the absence of the above stated representatives.

SECTION 6 – RESOLUTION OF DISPUTES

Should any dispute arise involving the terms and conditions of this MOA, PARTIES agree to meet in good faith within five (5) business days to resolve such dispute. PARTIES commit to dedicate the necessary time and personnel to promptly address and resolve any and all disputes while ensuring effective and efficient service is provided to the public.

SECTION 7 – FINANCIAL RESPONSIBILITY AND INSURANCE

It is hereby understood that RAP is self-insured concerning any claims that may arise as a result of its use of the PREMISES.

Except to the extent attributable to the active negligence or willful misconduct of LADOT, RAP undertakes and agrees to promptly pay, reimburse, cover, and/or otherwise be financially responsible to LADOT, any and all costs arising in any manner by reason of, or incidental to, the performance of this MOA on the part of RAP and/or their contractor or subcontractor of any tier (“Costs”). Such Costs shall include, without limitation, all costs of litigation, claims, losses, demands, expenses, damage or liability of any nature whatsoever (including for death or injury to any person, including RAP’s employees, contractors and agents), or damage or destruction of any property of either party hereto or of third parties.

This provision shall survive expiration or termination of this MOA.

SECTION 8 – ACCEPTANCE OF PREMISES

RAP has inspected the PREMISES and agrees that the PREMISES are suitable for the uses permitted herein. No officer or employee of CITY, RAP, or LADOT has made any representation or warranty with respect to the PREMISES except as described in this MOA.

SECTION 9 – FORCE MAJEURE

Neither PARTY hereto shall be liable to the other for any failure, delay, or interruption in the performance of any of the terms, covenants or conditions of this MOA due to causes beyond the control of that PARTY including, without limitation, strikes, boycotts, labor disputes, embargoes, shortages of material, acts of God, landslides, acts of public enemies, acts of superior governmental authority, floods, fires, riots, rebellion, sabotage, or any other circumstance for which such PARTY is not responsible and which is not in its power to control.

SECTION 10 – INCORPORATION OF DOCUMENTS

This MOA and incorporated documents represent the entire integrated agreement between PARTIES and supersedes all prior written or oral representations, discussions, and agreements. This MOA may not be changed or modified in any manner except by formal, written amendment fully executed by both PARTIES. The following Exhibit is attached and made part of this MOA by reference:

Exhibit A - Watts Skate Park Premises Map

(Signature Page to Follow)

IN WITNESS WHEREOF, the Transportation Department and the Department of Recreation and Parks have caused this Memorandum of Agreement (MOA) to be executed by their duly authorized representatives and have executed this MOA.

LOS ANGELES DEPARTMENT OF TRANSPORTATION



SELETA J. REYNOLDS, General Manager

2/28/2022

DATE

DEPARTMENT OF RECREATION AND PARKS



MICHAEL A. SHULL, General Manager

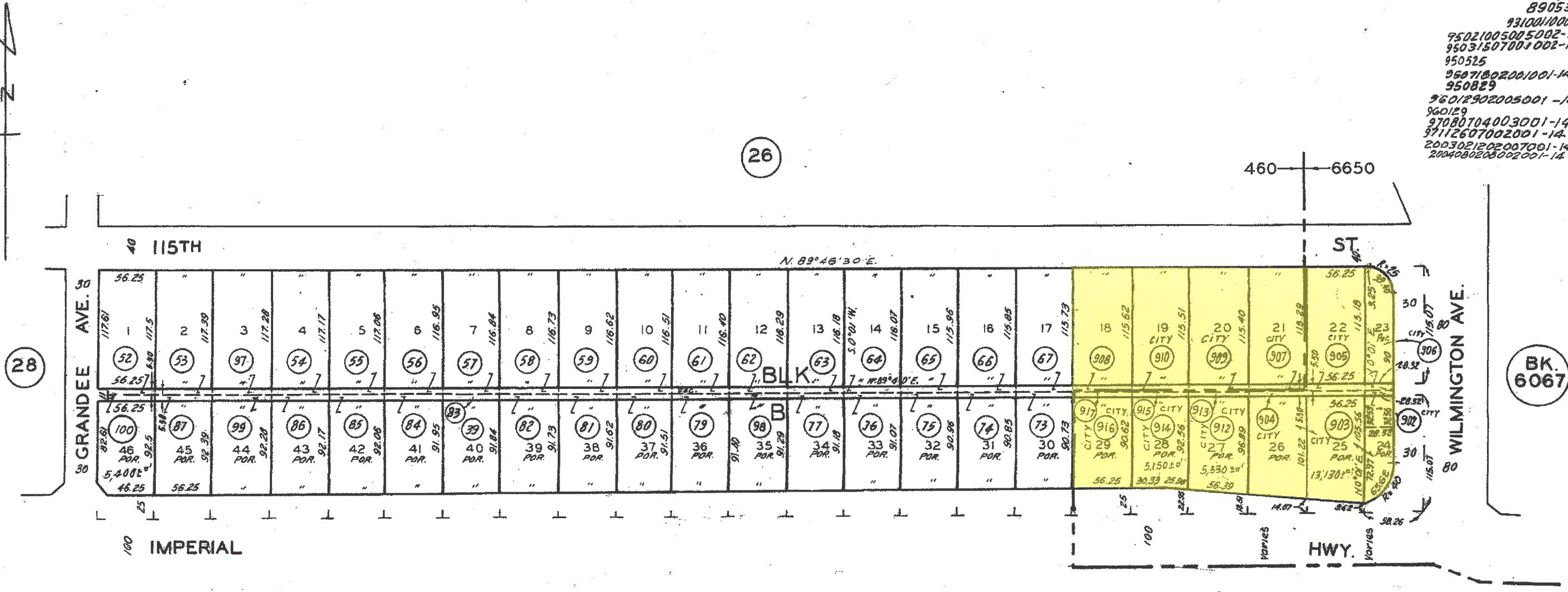
2/28/2022

DATE

2005

SCALE 1" = 100'

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- 820511303
- 860321208-86
- 860630002-87
- 86117803-87
- 88032804007003
- 89053004001089
- 9310010004001-14
- 95021005005002-14
- 95031507001002-14
- 950525
- 95071802001001-14
- 950829
- 96012902005001-14
- 960129
- 97080104003001-14
- 97112607002001-14
- 2003021202007001-14
- 2004080208002001-14



28

26

BK. 6067

BK. 6149

CODE
460
6650

FOR PREV. ASSM'T SEE:
551-15

DUNBAR PARK M.B. 26 - 59

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

APPROVED

DEC 16 2021

BOARD REPORT

**BOARD OF RECREATION
AND PARK COMMISSIONERS**

NO. 21-206

DATE December 16, 2021

C.D. 15

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: WATTS SKATE PARK – NEW SKATE PARK (PRJ20577) PROJECT – APPROVAL OF FINAL PLANS – APPROVAL OF MEMORANDUM OF AGREEMENT BETWEEN THE DEPARTMENT OF TRANSPORTATION AND THE DEPARTMENT OF RECREATION AND PARKS FOR THE JOINT USE OF A PORTION OF THE WATTS SKATE PARK PROPERTY – DONATION FROM THE SKATEPARK PROJECT FOUNDATION AND THE ANNENBERG FOUNDATION THROUGH THE LOS ANGELES PARKS FOUNDATION – INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND RELATED FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

AP Diaz	_____	M. Rudnick	_____
H. Fujita	_____	<i>for</i> C. Santo Domingo	<u>DF</u>
J. Kim	_____	N. Williams	_____



General Manager

Approved X Disapproved _____ Withdrawn _____

RECOMMENDATIONS

1. Approve the final plans and specifications, substantially in the form attached to this Report as Attachment B, for the Watts Skate Park – New Skate Park (PRJ20577) Project (Project);
2. Authorize Department of Recreation and Parks’ (RAP) General Manager to execute the Memorandum of Agreement between the Department of Transportation and the Department of Recreation and Parks for the Joint Use of a Portion of the Watts Skate Park Property in the form attached to this Report as Attachment A;
3. Accept the donation from The Skatepark Project (formerly Tony Hawk Foundation) and the Annenberg Foundation made to the Los Angeles Parks Foundation for the benefit of RAP in the amount of Three Hundred Fifty-Seven Thousand Dollars (\$357,000.00) for the coordination and payment of design services and preparation construction documents for the proposed Project and acknowledge and thank The Skatepark Project and the Annenberg Foundation for such donation;

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4. Approve the Project to be bid and constructed through the RAP list of pre-qualified on-call contractors;
5. Approve the authorization of change orders as authorized under Board Report No.06-136, for the on-call contracts for this Project in the budget contingency amounts for such contracts as stated in this Report;
6. Review, consider and adopt the Initial Study/Mitigated Negative Declaration (IS/MND) for Watts Skate Park – New Skate Park Project, finding that on the basis of the whole record of proceedings in the project, including the Draft IS/MND and all comments received, on file in the Board Office and in custody of the Department of Recreation and Parks (RAP) Planning, Construction and Maintenance Branch located at 221 North Figueroa Street, Suite 400, Los Angeles, California, that there is no substantial evidence that the project will have a significant effect on the environment or effects have been mitigated to a level less than significant, that all potentially significant environmental effects of the project have been properly disclosed and evaluated in the IS/MND in compliance with the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines, and reflects the Department of Recreation and Parks' independent judgment and analysis;
7. Review, consider and adopt the Mitigation Monitoring and Reporting Plan (MMRP), attached to this Report as Attachment D, that specifies the mitigation measures to be implemented in accordance with CEQA Guidelines (Section I 5074(d)); and
8. Authorize RAP staff to make technical corrections as necessary to carry out the intent of this Report.

SUMMARY

In 2010, discussions for the development of a skate park in the Watts Community began between RAP, CRA/LA, The Skatepark Project (formerly the Tony Hawk Foundation (THF)) and the Annenberg Foundation. Through the community process, the skate park project became a reality resulting in a proposed donation from THF and the Annenberg Foundation to RAP. The initial site targeted for the development of the proposed project was located adjacent to the Watts Cultural Crescent on land owned by the State of California (State). However, due to the reluctance of the State to deed the property to RAP and a lack of community support for the development of the skate park at the site, the Office of Council District 15 and RAP selected an alternative site located at Imperial Highway and Wilmington Ave.

RAP held additional community meetings presenting the new proposed location of the skate park and the new revised design on September 5, 2018, September 13, 2018, and on January 23, 2019. The meetings were held at the CD 15 Watts Field office and there was overwhelming support for the new design and development of a skate park in its new proposed location. A new

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skate park at this location will serve approximately 5,582 City residents within a one-half mile walking distance.

On November 6, 2019, the Board granted conceptual approval of the proposed Project (Report No. 19-225).

Memorandum of Agreement (MOA) between the Department of Transportation and the Department of Recreation and Parks for the Joint Use of a Portion of the Watts Skate Park Property

The property for the proposed Project is 37,000 square feet of land located at Imperial Highway just west of Wilmington Avenue and identified by the County of Los Angeles as APNs 6069-029-902 to 6069-029-917. The Department of Transportation (LADOT) currently owns the property.

RAP and LADOT will enter into a MOA, which will permit RAP to access and construct the proposed Project. Per the MOA, as set forth in Attachment A, RAP shall be responsible for the design, construction, maintenance, security and utilities costs associated with the proposed Project. The term of the MOA will be for fifty (50) years.

Upon approval of this Report, the MOA can be executed by RAP and LADOT.

PROJECT SCOPE

The proposed Project will include the following:

- Construction of a new skate plaza that is approximately 12,000 square feet in size and will feature stair sets, hubbas, rails, many pads, hip to banks, transitions, blocks and euro-gaps
- Installation of shade structures, seating areas, walking paths, fencing, trees and shrub planting, fitness equipment and a smart irrigation system.

RAP will maintain the new proposed skate park. The facility will not require staffing, and the operating hours will conform to the current ordinance regarding this type of skate park. The Skatepark Project has designed the proposed Project in conjunction with RAP staff.

The Board of Recreation and Park Commissioners (Board) previously designated this skate park as an "all-wheels" park, per Report 21-190.

PROJECT FUNDING

There are three sources of funding available for the proposed Project. There is Four Hundred Sixty Four Thousand, Seven Hundred Ninety Three Dollars, and Seventy Four Cents (\$464,793.74) in Capital Improvement Expenditure Program (CIEP) funds (C.F. 17-0924-S3), Four Hundred Fifty Nine Thousand, Six Hundred Twenty Six Dollars (\$459,626.00) in Sites and Facilities funds (C.F. 20-1021-S3), One Million, Three Hundred Thousand Dollars

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(\$1,300,000.00) in Community Development Block Grant (CDBG) PY/45 funds and Three Hundred Fifty-Seven Thousand Dollars (\$357,000.00) in donations from The Skatepark Project and the Annenberg Foundation.

The total amount of funding available for the proposed Project is Two Million, Five Hundred Eighty One Thousand, Four Hundred Nineteen Dollars and Seventy-Four Cents (\$2,581,419.74).

The Los Angeles Park Foundation (LAPF) received donations in the amount of Three Hundred Fifty Seven Thousand Dollars (\$357,000.00) from The Skatepark Project and the Annenberg Foundation. This donation was used to pay for design services and the preparation of the construction documents for the proposed Project, with LAPF receiving the funds and acting as fiscal agent for the billing and coordination of payment for such services. It should be noted that this donation was not transferred to RAP's accounts.

It is anticipated that RAP will use the on-call contracts with the following budget contingency amounts:

On-Call Contract	Budget Contingency Amount
Park Facility Construction	\$200,000.00
Asphalt, Construction, Retrofit, Maintenance and/or Repairs	\$200,000.00

FUNDING SOURCE MATRIX

Source	Fund/Dept/Acct	Amount	Percentage
CIEP	100/54/00P315	\$464,793.74	18%
Sites and Facilities	209/88/88TAIR	\$459,626.00	17%
CDBG PY45	424/43/43S787	\$1,300,000.00	50%
Donation	NA	\$357,000.00	14%
Total		\$2,581,419.74	100%

PROJECT CONSTRUCTION

RAP Staff has determined that sufficient funding has been identified for the Project and is anticipated to begin construction in Spring 2022.

TREES AND SHADE

The proposed Project will have no impact on existing trees or shade. Ten (10) 36" box red oaks and a shade structure over the seating area will be installed as part of the Project.

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ENVIRONMENTAL IMPACT

In accordance with the requirements of the California Environmental Quality Act (CEQA), an Initial Study (IS) determined that a Mitigated Negative Declaration (MND) could be prepared because all potentially significant environmental effects could be mitigated to a level less than significant. The IS/MND was circulated to all interested parties and responsible agencies for a 20-day review and comment period from May 10, 2021 to May 31, 2021. No comments concerning potential environmental effects were submitted during the public comment period, copies of which have been provided to the Board for its review and consideration.

The Draft IS/MND identified environmental impacts from construction activities related to biological resources, cultural resources, geological resources, hazardous materials and noise, and traffic that required mitigation measures to reduce these impacts to less than significant. An MMRP has been prepared that specifies all the mitigation measures identified in the IS/MND, which will either reduce to a level of insignificance or eliminate the potentially significant environment impact of the proposed Project. The mitigation measures include precautions to protect migratory nesting birds in the vicinity of the proposed Project; actions to implement in case of archeological or paleontological findings during construction; implementation of recommendations in the Geotechnical Investigation Report; implementation of recommendations of the Phase II Environmental Site Assessment Report and limiting construction noise by requiring preferred equipment, and oversight by a Noise Disturbance Coordinator.

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared that specifies all the mitigation measures identified in the MND, which will either reduce or eliminate the potentially significant environment impact of the project, in accordance with Section 15097 of the State CEQA Guidelines. The MMRP is contained in Attachment D to this Report.

Therefore, Staff recommends that the Board adopt the IS/MND. RAP Staff will file a Notice of Determination (NOD) with the Los Angeles County Clerk upon final project approval.

FISCAL IMPACT

The estimated costs for the design, development, and construction of the proposed park improvements are anticipated to be funded by CIEP, CDBG, donation, or funding sources other than RAP's General Fund. The cost for maintenance staff for the new proposed park will be requested as a part of the City's budget process.

STRATEGIC PLAN INITIATIVES AND GOALS

Approval of this Board Report advances RAP's Strategic Plan by supporting:

Goal No. 1: Provide Safe and Accessible Parks

Outcome No. 2: All parks are safe and welcoming

Result: The construction of a new skate park will serve 5,582 residents within a one-half mile

BOARD REPORT

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walking distance.

This report was prepared by Meghan Luera, Management Analyst, Planning, Maintenance and Construction Branch.

LIST OF ATTACHMENTS

- 1) Attachment A – MOA between LADOT and RAP for Joint Use of Watts Skate Park
- 2) Attachment B – Project Plans and Specifications
- 3) Attachment C – Initial Study/Mitigated Negative Declaration
- 4) Attachment D – Mitigation and Monitoring Reporting Program

**MEMORANDUM OF AGREEMENT
BETWEEN
THE DEPARTMENT OF TRANSPORTATION
AND
THE DEPARTMENT OF RECREATION AND PARKS
FOR THE JOINT USE OF A PORTION OF THE
WATTS SKATE PARK PROPERTY**

This Memorandum of Agreement (hereinafter referred to as “MOA”) is entered into by and between the Department of Transportation (hereinafter referred to as the “Transportation Department” or as “LADOT”) and the Department of Recreation and Parks (hereinafter referred to as “RAP”), for the use of the Watts Skate Park site for RAP to improve and maintain for recreational purposes during the term of this MOA as further described herein. LADOT and RAP may be referred to individually as a “PARTY” or collectively as the “PARTIES”.

RECITALS

WHEREAS, LADOT owns that certain real property located at 1855 East Imperial Highway, Los Angeles, CA 90059 (such property is further described herein and is hereinafter referred to as “PREMISES”); and

WHEREAS, the PARTIES recognize that the proposed uses of the PREMISES described as approximately 37,000 square feet of land, identified as Assessor Parcel Numbers (APNs) 6069-029-902 to 6069-029-917, shown as yellow-highlighted parcels in Exhibit A, would best serve the public at this time by providing recreational purposes and each of the PARTIES desire to enter into this MOA to effectuate such uses; and

WHEREAS, RAP has the ability and resources to improve and maintain the PREMISES for the recreational purposes set forth in the MOA.

NOW THEREFORE, the PARTIES hereby agree to the following terms and conditions for the use and maintenance of the PREMISES.

SECTION 1 – PURPOSE

The purpose of this MOA is to authorize use of PREMISES by RAP to improve and maintain PREMISES for recreational purposes as set forth in this MOA for the benefit of the public subject to the terms and conditions of this MOA.

Ownership of PREMISES (defined below) will remain with LADOT.

SECTION 2 – DESCRIPTION OF PREMISES

The PREMISES is described as approximately 37,000 square feet of land located at Imperial Highway just west of Wilmington Avenue and identified by the County of Los Angeles as APNs 6069-029-902 to 6069-029-917.

The PREMISES is shown on Exhibit A (Premises Map) of this MOA.

SECTION 3 – TERM

The term of this MOA will commence on [insert date] and be effective for a period of fifty (50) years.

This MOA may be terminated by either LADOT or RAP for any reason by either PARTY providing a written notice of at least thirty (30) days prior to the date set forth in said notice for such termination.

SECTION 4 – ROLES AND RESPONSIBILITIES OF THE PARTIES

A. Department of Recreation and Parks

1. Use: RAP is authorized to use the PREMISES throughout the term of this MOA and subject to this MOA for passive and active recreational purposes as set forth in this MOA and as may be further approved by LADOT.
2. Maintenance: In connection with its use of the PREMISES, RAP will maintain the PREMISES at no cost to LADOT throughout the term of this MOA. This includes ensuring the PREMISES receives routine landscape maintenance, tree trimming and removal as-needed, trash removal and disposal, and replacement of grass, plants, flowers, and trees as-needed to maintain an attractive and inviting atmosphere for passive and active recreational purposes.
3. Amenities and Equipment: RAP may install amenities (e.g., benches, picnic tables, drinking fountains, etc.) and equipment (e.g., skate park, outdoor gym equipment, etc.) for public use at no cost to LADOT. RAP will maintain and repair such amenities and equipment as-needed at no cost to LADOT. Upon the termination date of this MOA or written notice of sooner termination, RAP will remove such amenities and equipment from PREMISES and retain ownership of such amenities and equipment; provided, however, that RAP and LADOT may agree for such amenities and equipment to remain on the PREMISES. In the event such amenities and equipment remain on PREMISES upon termination of this MOA, LADOT would thereafter become responsible for ongoing maintenance and repair of such amenities and equipment.

RAP shall obtain the prior written approval of LADOT for any fixed structure (e.g., storage shed, pavilion, stage, etc.) proposed by RAP to be constructed on PREMISES. LADOT shall not unreasonably deny such written approval.

4. Improvements: RAP shall be responsible for constructing and installing any improvements to PREMISES for recreational purposes as authorized herein, and RAP shall incur all costs for providing such improvements to PREMISES.
5. Design and Construction: RAP shall include LADOT staff in PREMISES design and construction meetings if desired by LADOT.
6. Utilities: RAP shall be responsible for all utility costs related to PREMISES in connection with RAP's use of the PREMISES. Such costs include, but are not limited to, the installation, repair and maintenance of utility meters, utility lines, and irrigation system.
7. Security: RAP shall be responsible for all security related to PREMISES in connection with RAP's use of the PREMISES, which consists of the use of Park Rangers and/or the Los Angeles Police Department.
8. Emergencies: With respect to the PREMISES and RAP's use thereto, RAP shall be responsible for responding to emergencies and/or notifying the appropriate agencies to respond to emergencies (e.g., Los Angeles Police Department, Los Angeles Fire Department, etc.) and to perform any action necessary subsequent to such emergency.

B. Transportation Department

1. Design and Construction: LADOT will give RAP the right to develop and utilize the PREMISES for park purposes. LADOT will review and approve the PREMISES design, such approval to not be unreasonably withheld.
2. Pre-existing Conditions: LADOT shall remain primarily responsible and liable for any matters, claims or liabilities related to any condition or issue unrelated to or existing prior to RAP's use of the PREMISES as contemplated under this MOA.

SECTION 5 – REPRESENTATIVES OF THE PARTIES

A. Los Angeles Department of Transportation
Seleta J. Reynolds, General Manager
100 South Main Street, 10th Floor
Los Angeles, CA 90012

Telephone: (213) 972-8480

LADOT shall provide RAP with written notice of any name or address change within thirty (30) calendar days of the occurrence of said name or address change.

B. Department of Recreation and Parks
Michael A. Shull, General Manager
221 North Figueroa Street, 1st Floor
Los Angeles, CA 90012

Telephone: (213) 202-2633

RAP shall provide LADOT with written notice of any name or address change within thirty (30) calendar days of the occurrence of said name or address change.

C. PARTIES reserve the right to appoint an Assistant General Manager level employee to act as a representative in the absence of the above stated representatives.

SECTION 6 – RESOLUTION OF DISPUTES

Should any dispute arise involving the terms and conditions of this MOA, PARTIES agree to meet in good faith within five (5) business days to resolve such dispute. PARTIES commit to dedicate the necessary time and personnel to promptly address and resolve any and all disputes while ensuring effective and efficient service is provided to the public.

SECTION 7 – FINANCIAL RESPONSIBILITY AND INSURANCE

It is hereby understood that RAP is self-insured concerning any claims that may arise as a result of its use of the PREMISES.

Except to the extent attributable to the active negligence or willful misconduct of LADOT, RAP undertakes and agrees to promptly pay, reimburse, cover, and/or otherwise be financially responsible to LADOT, any and all costs arising in any manner by reason of, or incidental to, the performance or this MOA on the part of RAP and/or their contractor or subcontractor of any tier (“Costs”). Such Costs shall include, without limitation, all costs of litigation, claims, losses, demands, expenses, damage or liability of any nature whatsoever (including for death or injury to any person, including RAP’s employees, contractors and agents), or damage or destruction of any property of either party hereto or of third parties.

This provision shall survive expiration or termination of this MOA.

SECTION 8 – ACCEPTANCE OF PREMISES

RAP has inspected the PREMISES and agrees that the PREMISES are suitable for the uses permitted herein. No officer or employee of CITY, RAP, or LADOT has made any representation or warranty with respect to the PREMISES except as described in this MOA.

SECTION 9 – FORCE MAJEURE

Neither PARTY hereto shall be liable to the other for any failure, delay, or interruption in the performance of any of the terms, covenants or conditions of this MOA due to causes beyond the control of that PARTY including, without limitation, strikes, boycotts, labor disputes, embargoes, shortages of material, acts of God, landslides, acts of public enemies, acts of superior governmental authority, floods, fires, riots, rebellion, sabotage, or any other circumstance for which such PARTY is not responsible and which is not in its power to control.

SECTION 10 – INCORPORATION OF DOCUMENTS

This MOA and incorporated documents represent the entire integrated agreement between PARTIES and supersedes all prior written or oral representations, discussions, and agreements. This MOA may not be changed or modified in any manner except by formal, written amendment fully executed by both PARTIES. The following Exhibit is attached and made part of this MOA by reference:

Exhibit A - Watts Skate Park Premises Map

(Signature Page to Follow)

IN WITNESS WHEREOF, the Transportation Department and the Department of Recreation and Parks have caused this Memorandum of Agreement (MOA) to be executed by their duly authorized representatives and have executed this MOA.

LOS ANGELES DEPARTMENT OF TRANSPORTATION

SELETA J. REYNOLDS, General Manager

DATE

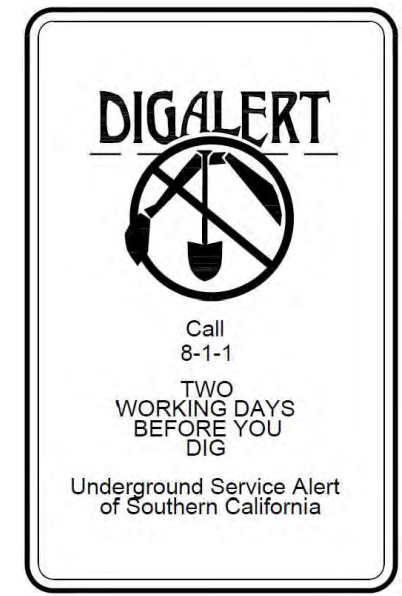
DEPARTMENT OF RECREATION AND PARKS

MICHAEL A. SHULL, General Manager

DATE

ATTACHMENT B

DEPARTMENT OF RECREATION AND PARKS CITY OF LOS ANGELES WATTS SKATEPARK 11508 WILMINGTON AVE.



THE SKATEPARK PROJECT™

PROJECT DESCRIPTION

THE SCOPE OF WORK CONSISTS OF:

1. GRADING
2. NEW SKATEPARK
3. NEW CONCRETE PAVING
4. NEW LANDSCAPING
5. NEW PERIMETER FENCING AND GATES
6. NEW SHADE STRUCTURES
7. NEW OUTDOOR SEATING
8. NEW PICNIC TABLES AND DRINKING FOUNTAINS

INDEX OF SHEETS

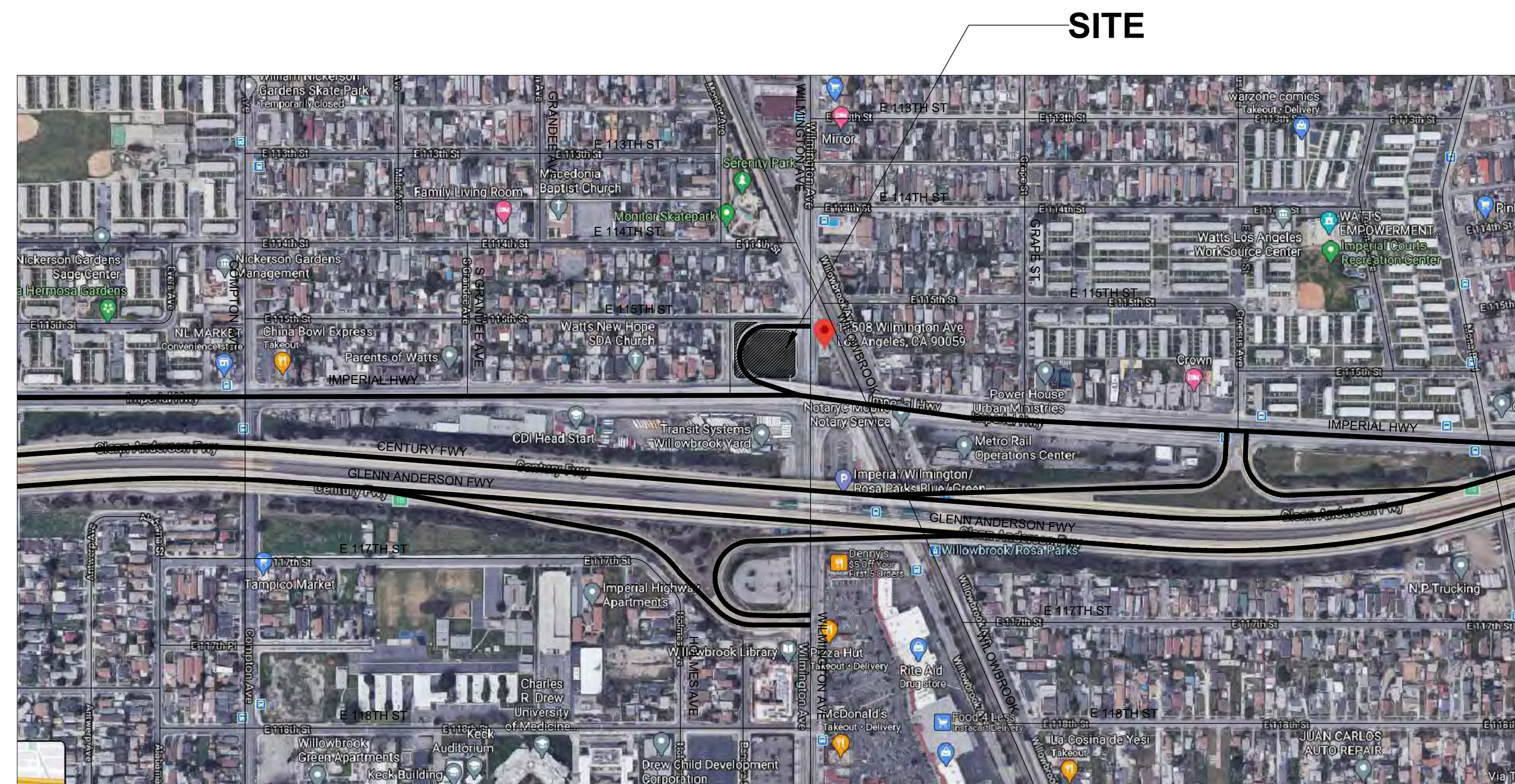
NO.	SHEET	DESCRIPTION
1.	TS-1.0	TITLE SHEET
2.	TS-2.0	PARCEL MAPS
3.	A-1.0	ACCESSIBLE PATH OF TRAVEL
4.	A-1.1	PLAN CHECK NOTES
5.	A-1.2	PLAN CHECK NOTES
6.	S-1.0	SURVEY
7.	LS-1.0	GENERAL SPECIFICATIONS
8.	LS-2.0	DEMOLITION PLAN
9.	LS-3.0	SITE CONSTRUCTION PLAN
10.	LS-4.0	SITE LAYOUT PLAN
11.	LS-5.0	SITE RADIUS LAYOUT PLAN
12.	LS-6.0	SITE MATERIALS PLAN
13.	LS-7.0	SITE JOINTING PLAN
14.	LS-8.0	STANDARD SITE DETAILS
15.	LS-9.0	SITE DETAILS
16.	LS-9.1	SITE DETAILS
17.	LS-9.2	SITE DETAILS
18.	C-1.0	GRADING AND DRAINAGE PLAN
19.	C-2.0	EROSION / SEDIMENT CONTROL PLAN
20.	C-2.1	EROSION / SEDIMENT CONTROL NOTES

NO.	SHEET	DESCRIPTION
21.	L-1.00	PLANTING SPECIFICATIONS / NOTES
20.	L-1.01	PLANTING PLAN
21.	L-1.02	PLANTING DETAILS
22.	SP-1.0	SKATEPARK GENERAL NOTES
23.	SP-2.0	SKATEPARK CONSTRUCTION PLAN
24.	SP-3.0	SKATEPARK LAYOUT PLAN
25.	SP-3.1	SKATEPARK RADIUS LAYOUT PLAN
26.	SP-4.0	SKATEPARK GRADING AND DRAINAGE PLAN
27.	SP-5.0	SKATEPARK MATERIALS PLAN
28.	SP-6.0	SKATEPARK METALS PLAN
29.	SP-6.1	SKATEPARK METALS LAYOUT PLAN
30.	SP-7.0	SKATEPARK JOINTING PLAN
31.	SP-8.0	STANDARD SKATEPARK DETAILS
32.	SP-8.1	STANDARD SKATEPARK DETAILS
33.	SP-8.2	STANDARD SKATEPARK DETAILS
34.	SP-8.3	STANDARD SKATEPARK DETAILS
35.	SP-9.0	SKATEPARK DETAILS
36.	SP-9.1	SKATEPARK DETAILS
37.	SP-9.2	SKATEPARK DETAILS
38.	SP-9.3	SKATEPARK DETAILS
39.	SP-9.4	SKATEPARK DETAILS

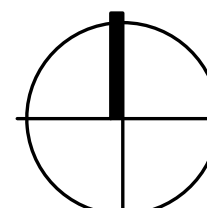
PROJECT NOTES

- A. GENERAL NOTES
1. CONTRACTOR SHALL PROVIDE WATER TO SITE; TWO-INCH WATER METER (COORDINATE WITH PROJECT MANAGER FOR LOCATION). CONTRACTOR SHALL SUBMIT ALL NECESSARY PLANS AND PULL ALL NECESSARY PERMITS.
 2. CONTRACTOR SHALL PROVIDE ELECTRICAL SERVICE TO SITE: 200 AMP PANEL (COORDINATE WITH PROJECT MANAGER FOR LOCATIONS). CONTRACTOR SHALL SUBMIT ALL NECESSARY PLANS AND PULL NECESSARY PERMITS.
 3. CONTRACTOR SHALL PROVIDE IRRIGATION PLANS AND DETAILS BASED ON FINAL POINT OF CONNECTION FOR WATER. PLANS SHALL COMPLY WITH CITY OF LOS ANGELES IRRIGATION STANDARD DETAILS. PLANS SHALL BE PREPARED IN ACCORDANCE WITH CURRENT STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO). CONTRACTOR TO PULL ALL NECESSARY PERMITS FOR IRRIGATION RELATED WORK.
 4. CONTRACTOR SHALL BE RESPONSIBLE FOR PULLING ALL PROJECT PERMITS.

No.	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY



VICINITY MAP
NOT TO SCALE



PROJECT CONTACT

CRAIG RAINES
ACTING LANDSCAPE ARCHITECT II
DEPARTMENT OF RECREATION AND PARKS
CITY OF LOS ANGELES
221 N. FIGUEROA
FOURTH FLOOR STE. 400
LOS ANGELES, CA. 90012
OFFICE: 213-202-2652
CELL: 818-481-0662



ABBREVIATIONS

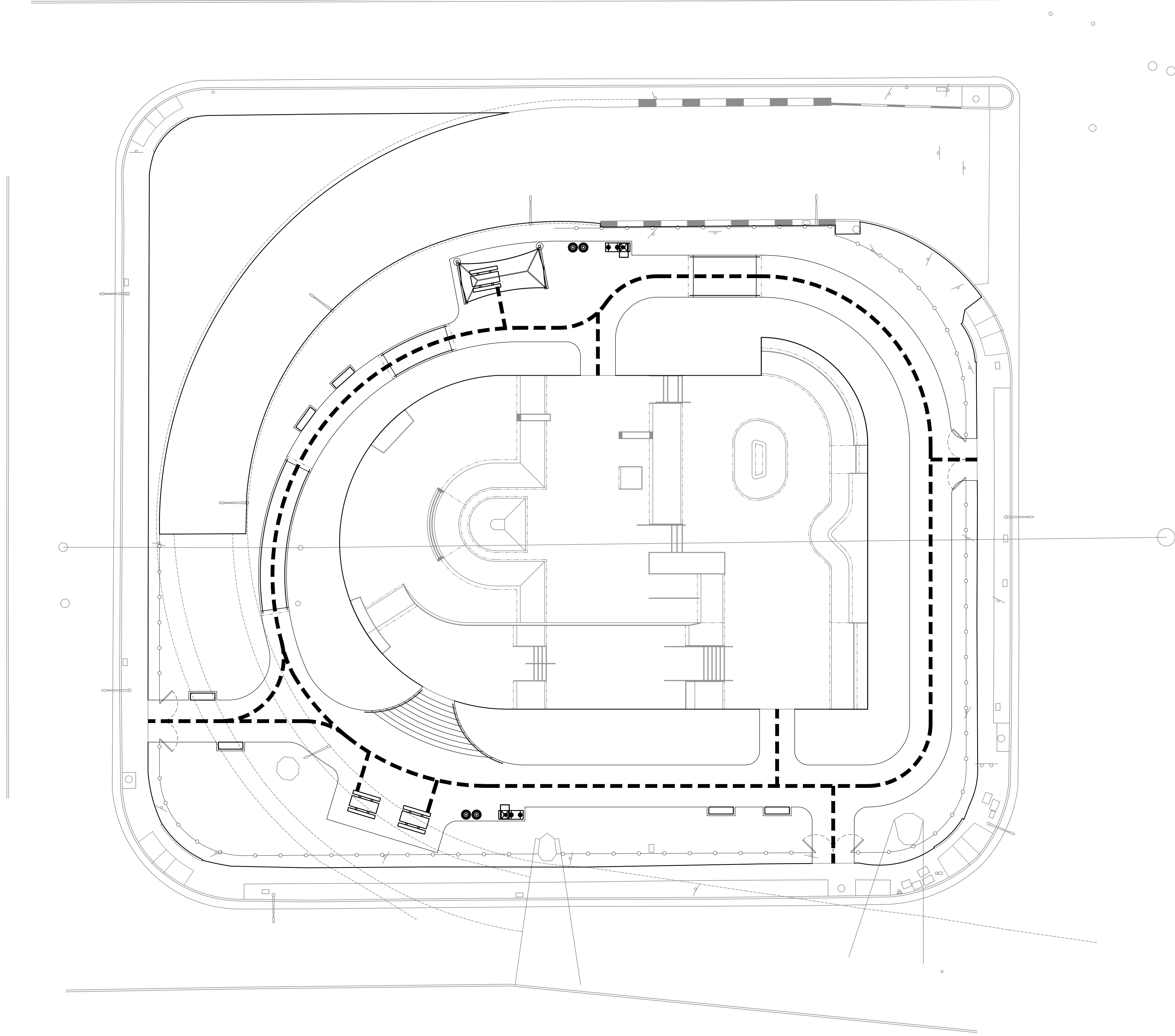
ABS	ACRYLONITRILE BUTADIENE STYRENE	HP	HIGH POINT
ADJ	ADJACENT	ID	INSIDE DIAMETER
ALT.	ALTERNATE	INV.	INVERT ELEVATION
∠	ANGLE	IN.	INCH
APPROX.	APPROXIMATE	JOIN	MATCH EX. ADJACENT GRADE BOTH HORIZ. & VERT.
AC	ASPHALT CONCRETE	JT.	JOINT
ASTM	AMERICAN SOCIETY FOR TESTING MATERIALS	LB.	POUND
@	AT	LF	LINEAL FEET
BC	BEGINNING OF CURVE	MAX.	MAXIMUM
BPU	BACKFLOW PREVENTION UNIT	MFG.	MANUFACTURER
BM	BENCHMARK	MH	MANHOLE
BS	BOTTOM OF STEP	MIN.	MINIMUM
BW	BOTTOM OF WALL	MISC.	MISCELLANEOUS
B/W	BOTH WAYS	NIC	NOT IN CONTRACT
CB	CATCH BASIN	NO.or #	NUMBER
C	CENTER LINE	NTS	NOT TO SCALE
CC	CENTER TO CENTER	OC	ON CENTER
CJ	CONTROL JOINT	OD	OUTSIDE DIAMETER
CLF	CHAIN LINK FENCE	PA	PLANTING AREA
CO	CLEAN OUT	PB	PULL BOX
CONC.	CONCRETE	P	PROPERTY LINE
CONST.	CONSTRUCT	POC	POINT OF CONNECTION
CF	CUBIC FOOT	PP	POWER POLE
CSP	CORRUGATED STEEL PIPE	PRC	POINT OF REVERSE CURVE
CY	CUBIC YARD	PSI	POUND PER SQUARE INCH
DF	DRINKING FOUNTAIN	PVC	POLYVINYL CHLORIDE
DG	DECOMPOSED GRANITE	QCV	QUICK COUPLER VALVE
DIA.or O	DIAMETER	R	RADIUS
(E)	EXISTING	RCP	REINFORCED CONCRETE
EC	END OF CURVE	RCV	REMOTE CONTROL VALVE
EJ	EXPANSION JOINT	RP	REDUCED PRESSURE BACKFLOW DEVICE
ELEV.	ELEVATION	SD	STORM DRAIN
EQ.	EQUAL	SHT.	SHEET
FB	FIELD BOOK	SPECS.	SPECIFICATIONS
FL	FLOWLINE	SS	SANITARY SEWER
FG	FINISH GRADE	SSPWC	STANDARD SPECIFICATION FOR PUBLIC WORKS CONSTRUCTION
FIN.	FINISH	SQ.FT.	SQUARE FEET
FS	FINISH SURFACE	TC	TOP OF CURB
FOC	FACE OF CURB	TG	TOP OF GRATE
FOW	FACE OF WALL	TS	TOP OF STEP
FT	FEET	TW	TOP OF WALL
GA.	GAUGE	VERT.	VERTICAL
GALV.	GALVANIZED	W/	WITH
GPM	GALLONS PER MINUTE	WM	WATER METER
HORIZ.	HORIZONTAL	WWM	WELDED WIRE MESH
⊕	LOCATION OF COMPACTION TEST, AS INDICATED ON THE PLANS		

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
TITLE SHEET

SHEET NUMBER

TS-1.0

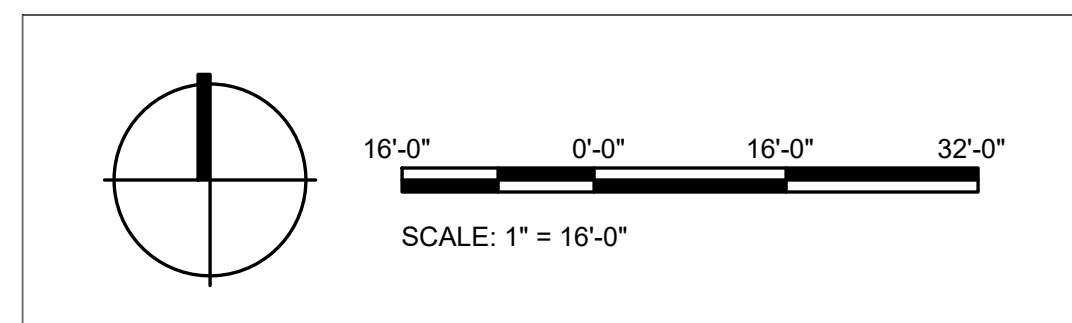


LEGEND

SYMBOL	DESCRIPTION
	ACCESSIBLE PATH OF TRAVEL

NOTE:

- ACCESSIBLE PATH OF TRAVEL AS INDICATED ON PLAN IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING 1/2" IF BEVEL AT 1:2 MAX SLOPE, OR VERTICAL LEVEL CHANGES NOT EXCEEDING 1/4" AND AT LEAST 48" IN WIDTH. THE SURFACES IS STABLE, FIRM AND SLIP-RESISTANT. CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL SHALL NOT EXCEED 5%, UNLESS OTHERWISE INDICATED.
- ACCESSIBLE PATH OF TRAVEL SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTION TO 84" MINIMUM AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTING FROM WALL AND ABOVE 27" AND LESS THAN 84"



No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
**ACCESSIBLE PATH
OF TRAVEL PLAN**

SHEET NUMBER
A-1.0

GENERAL PROJECT INFORMATION PLAN CHECK NO JOB ADDRESS CITY ZIP REVIEWED BY PHONE DATE

INSTRUCTIONS Corrections with identified item numbers apply to this plan check. Incorporate all comments as marked on checked set of plans, calculations, and this correction sheet.

SUPPLEMENTAL CORRECTION SHEETS: Check list No. 1 - Elevators, LULAs & Platform Lifts Check list No. 2 - Signs Check list No. 3 - Restaurant Check list No. 4 - Assembly Check list No. 5 - Group B and Group M Occ.

REVIEW THE FOLLOWING CHECKED INFORMATION BULLETINS AND FORMS. REVISE PLANS TO SHOW COMPLIANCE (COPY CAN BE OBTAINED AT WWW.LADBS.ORG).

5. In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access in the following order: (1) an accessible entrance; (2) an accessible route to the altered area; (3) at least one accessible restroom for each sex or a single accessible restroom; (4) accessible telephones; (5) accessible drinking fountains; and (6) when possible, additional accessible elements such as parking, signs, storage and alarms. 11B-202.4

16. Vertical clearance shall be at least 80 inches high on circulation paths except at door closers and door stops, which may be 78 inches minimum above the finish floor or ground. 11B-307.4

for similar purposes, except as permitted by Chapter 10. 11B-206.3

platform lifts. 11B-402.2 23. The running slope of walking surfaces shall not be steeper than 1:20 (5%). The cross slope of walking surfaces shall not be steeper than 1:48 (2.083%). 11B-403.3

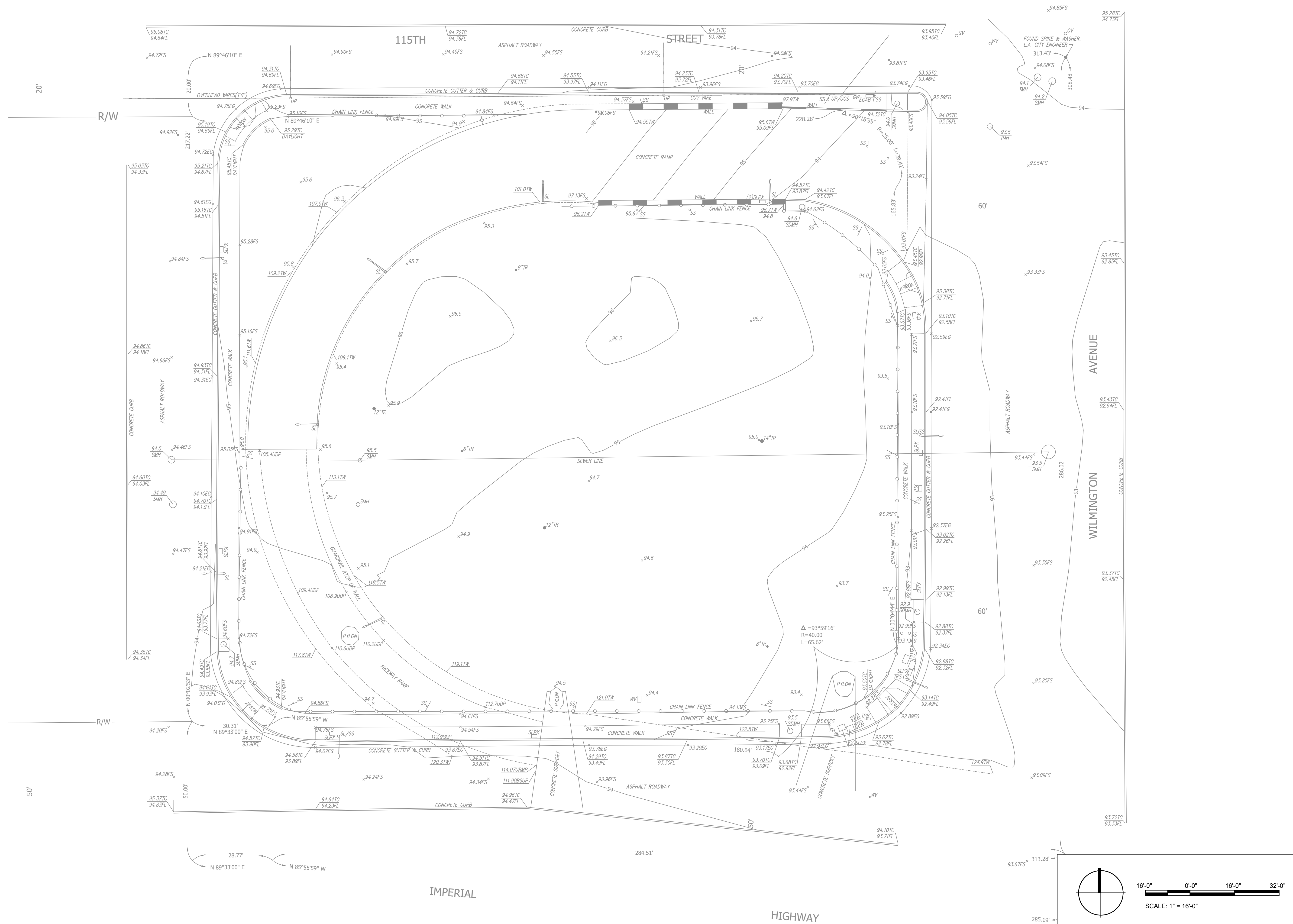
36. Doorways less than 36 inches wide without doors or gates, sliding doors, or folding doors shall have maneuvering clearances complying with Table 11B-404.2.4.2. 11B-404.2.4.2


72. A stair is defined as a change in elevation, consisting of one or more risers. 11B-202

inches wide minimum. Where curb ramps are provided, they shall comply with 11B-406 Curb Ramps, Blended Transitions and Islands. Landings complying with 11B-406.5.3 Landings and the accessible route shall be permitted to overlap. Islands shall have detectable warnings complying with 11B-705 Detectable Warnings and Detectable Directional Texture. 11B-406.6, Figure 11B-406.6

THE SKATEPARK PROJECT SHEET TITLE: WATTS SKATE PARK LOS ANGELES, CALIFORNIA PLAN CHECK NOTES SHEET NUMBER A-1.1

FOR REFERENCE ONLY





THE SKATEPARK PROJECT™

No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT: WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
SURVEY

SHEET NUMBER
S-1.0

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GENERAL

Division 1, General Provisions for the Department of Recreation and Parks; the Standard Specifications for Public Works Construction, hereinafter referred to as SSPWC, latest edition with the current yearly supplements; and the 2002 Edition of the Additions and Amendments to the SSPWC, shall be made a part of these plans. Website: http://eng.lacity.org/techdocs/stdplans/s-600/s61028.pdf. Where conflicts occur between Division 1, General Provisions for the Department of Recreation and Parks and the Standard Specifications for Public Works Construction, Division 1 of the Department of Recreation and Parks shall take precedence. Where conflicts occur between this Notice To Contractors (NTC) and the SSPWC this NTC shall take precedence. Subsections included within this NTC modify or add to the corresponding subsection (by number) of the SSPWC, latest edition with current yearly supplements; where options for materials and/or methods appear in the SSPWC, the option listed hereon shall be used. This improvement consists only of work called for on these plans. The Contractor shall maintain adequate sanitary facilities on the jobsite and of grading operations. Underground structures: the location of existing underground substructures, utilities, and pipelines as shown on the plans have been located from the best available records and have not been verified in the field. It shall be the contractor's responsibility to verify the locations of said substructures and lines even if not shown on the plans and to take all necessary precautions to prevent damage to the same. Straight grades shall be run between contours and/or spot elevations shown unless otherwise indicated. Should conflicting and/or erroneous information be found on the drawings, the Contractor shall notify the Landscape Architect prior to commencement of work. It shall be the responsibility of the Contractor to provide adequate supports for all excavations where necessary to protect personnel and property from any damage that might occur as a result of the collapse of excavation. The Contractor shall maintain current Cal OSHA permits as required and a copy of said permit shall be posted at the project. The Contractor shall provide access control for pedestrians and vehicles for entire project from the beginning to end of grading operations. The Contractor shall keep the construction area sufficiently dampened to control dust caused by grading and construction. Contractor shall, at all times, provide reasonable control of dust caused by wind. The Contractor shall control noise resulting from repair of heavy equipment after normal working hours by locating such activities as far as practicable from adjacent inhabited areas and so that such activities do not constitute a public nuisance or disturb the peace. Heavy equipment shall be kept in good operating condition and muffled as required by law.

PLANS AND SPECIFICATIONS

The Contractor/RAP Staff shall be responsible for:

To get the necessary approval, sign offs and authorization from the project landscape architect, as indicate on the plans, prior to proceeding the next project phase. All approvals and submittals shall be transmitted to the Recreation and Parks Advance Planning project landscape architect.

Indicates required field inspections with the Department of Recreation and Parks Project Landscape Architect. Notify all party's three (3) days prior to the required inspection.

SCHEDULE OF WORK

The Contractor/Rap Construction staff shall submit a Schedule of Work for approval to the Department of Recreation and Parks Project Landscape Architect prior to the commencement of work. The Contractor/Rap Construction staff shall schedule all work on weekdays (excluding Saturday, Sunday and City holidays) between the hours of 7:00 a.m. and 4:00 p.m. The work area shall be as defined on the Title Sheet, or as indicated on the Plans by means of a contract limit line.

INSPECTIONS

All work and materials are subject to inspection and approval by Department of Recreation and Parks. Any work done without proper inspection will be subject to rejection. As indicated in Section 2-11 of the Standard Specifications for Public Works Construction.

The Contractor shall notify the Department of Recreation and Parks three (3) days prior to inspection of the following for approval:

- 1.ROUGH GRADING: When forms have been set, to approve alignment. Offsets or vertical controls shall be verifiable in the field, or be provided in grade sheet form, and submitted to the Department of Recreation and Parks for approval prior to the inspection.
2.FINISH GRADE REVIEW: For all finish grades in planting areas following rolling and prior to turf or landscape planting.
3.PRE-FINAL INSPECTION (refer also to Section 42 of Division 1, General Provisions): A minimum of two weeks before the Final Inspection, Recreation and Parks shall hold a Pre-final Inspection. The Pre-Final Inspection shall be attended by the Department of Recreation and Parks, the Contractor, and invited parties associated with the Project. At this time, a list of items requiring correction or completion before the Final Inspection will be compiled. The following items shall be delivered to the appropriate Department of Recreation and Parks personnel: manufacturers' data, manuals, operating instructions, and keys, as required in Section 38 of Division 1, General Provisions.
4.CONTRACT FINAL INSPECTION (refer also to Section 43 of Division 1, General Provisions): Approximately seven (7) days prior to completion of the Work, the Contractor shall first notify the Department of Recreation and Parks that he desires a Final Inspection of the Project. During this inspection, the Inspector, the Department of Recreation and Parks, the Contractor and other parties concerned only with the contractual requirements of the Work will compile a Final Inspection Correction List, incorporating all items of work and corrections required to complete the Project. This list must be completed with thirty (30) days of the Final Inspection, or a new Final Inspection and Correction List shall be required.

MATERIALS SUBMITTAL

The Contractor shall submit a minimum of six copies of the Materials List to the Department of Recreation and Parks project landscape architect within ten days of receiving the Notice to Proceed. All submittals shall be sent to the Department of Recreation and Parks Project Landscape Architect at the same time as one submittal package. Any materials substituted for originally specified materials that have been rejected by Recreation and Parks shall have an alternate item resubmitted for approval within one week of the Contractor receiving the notice of rejection.

RECORD DRAWINGS (AS-BUILTS) SUBMITTALS

Record drawings shall reflect any changes made to the plans or specifications during the progress of the work as a result of addenda, change orders or adjustments due to field conditions or plan clarification. They shall also indicate any additional information discovered during the progress of construction that was not a part of the contract documents. All deviations from the specified depth at which materials are constructed shall be shown on the record drawings. Record all appropriate as-built information on the record drawings in red ink. As-built information shall include but not be limited to drain lines, valve locations, mainline locations and mainline wire installed separately from mainline. The record of each trade shall be made on the plan sheets for each trade as provided in the original plan set. The Contractor/RAP Construction Staff shall be responsible for coordinating all sub-Contractors work and shall produce a complete record of all installations, which shall be kept on the job site and updated daily during construction. At the completion of the Work and prior to final inspection, the Contractor shall submit signed "as-built" blue-line prints to the Department of Recreation and Parks at the Operational Final Inspection, prior to the City's acceptance of the Contract Work, (per Section 39 of Division I of the General Provisions).

DEPARTMENT OF PUBLIC WORKS STANDARD PLANS

The following Department of Public Works Standard Plans are to be included as a part of these plans: (If needed for work within ROW and any 'A' or 'B' permit work)

SSPWC
2002 Edition of the Additions and Amendments to the SSPWC
website: http://eng.lacity.org/techdocs/stdplans/s-600/s61028.pdf

LAYOUT OF WORK, GRADE SHEET APPROVAL

Grade stakes shall be a minimum size of 1" x 2" and shall be driven a minimum of 12" into ground; each grade stake shall be protected by a flagged lath projecting 24" above ground; grade stakes disturbed by on-site activities shall be reset by the Surveyor. If specified on the plan the Contractor shall have his surveyor provide grade sheets. The grade sheets shall be submitted to the Department of Recreation and Parks for approval one week in advance of any grading operations.

UNDERGROUND SUBSTRUCTURES

The survey plans provided to the Contractor will show existing on-site underground substructures to the extent of the Department's records. Service lines from other public utilities, including the Department of Water and Power shall be located by notifying UNDERGROUND SERVICE ALERT at 1 - (800) 422-4133 prior to commencing any excavation.

TREE PROTECTION - EXISTING TREES

All trees to remain in place shall be protected by the City of Los Angeles, Department of Recreation and Parks Standard Specification for Tree Protection.

1. GENERAL EARTHWORK

METHODS

The Grading Plan when approved shall be on the job at all times. All grades between contours and/or spot elevations shall be assumed to be straight grades. There shall be no localized depressions or humps. (308-2.1). The Contractor shall verify all grades and amounts of cut and fill before commencing work. The area to be filled shall be cleared of all vegetative material, except the existing trees to remain. Protect remaining trees during all construction. All fill soil shall be compacted to 90% relative compaction and the Contractor shall obtain and pay for all soil compaction tests. Locations where compaction testing is required are shown on the plans with the symbol. The Department of Recreation and Parks may modify the exact location in the field, depending on field conditions. The total number of compaction test shall be no less than the number shown by the symbol. Minimum compaction of earthwork shall be 90% relative compaction unless noted otherwise. Prior to placing fill rip existing subgrade to a depth of 6 inches. Intermix first 6 inches of fill placed with ripped subgrade to eliminate interface lens. Place remaining fill in 8" lifts. The source of import soil shall be approved by the Department of Recreation and Parks prior to any grading operations. The Contractor/RAP Staff shall be required to provide an Agricultural Suitability soil test to establish the suitability of any imported soil and that soil concentrations of boron and salinity are within agricultural limits. The Contractor shall, at his own expense, amend the soil according to the recommendations of the soils report. Fill material 24 inches, or more, below the finish grade may contain up to 25 percent broken concrete or bituminous paving with maximum dimension of 3 inches of any piece. The top 24 inches of fill may contain up to 10 percent broken concrete or bituminous paving with a maximum dimension of 1-1/2 inches of any piece. Where the plans call for turf, the top 6" of soil shall have no object larger than 1" in least dimension. The contractor shall be responsible for removal and disposal of all excess soil and debris from the work area, (300-1.3.1, 300-2.6). No soil or debris shall be disposed of on Recreation and Parks Property without the permission of the Department of Recreation and Parks. The Contractor shall conform to Section 7-8.1 of the SSPWC latest edition with the current yearly supplements for clean up and dust control. Ground water conditions encountered during the course of the work shall be brought to the attention of the Project Landscape Architect.

If any grading operation covered by this section shall extend into or through, or shall be commenced during the period of October 15 to April 15, the contractor/RAP STAFF shall be required to submit plans of the temporary erosion control methods and devices he proposes to use in connection with the grading operations to be performed during that period. Said plans shall be submitted to the Landscape Architect. The Contractor shall at no additional cost to the Department engage the services of an approved California licensed Soils Engineer and approved soils testing laboratory to provide subgrade, pipe bedding, and fill compaction control. The Soils Engineer shall perform field observation and testing during grading to assist the Contractor in obtaining the proper moisture content, compactive effort and degree of compaction. Where compaction is less than required, additional compaction effort shall be made with adjustment of moisture content, as necessary, until the specified compaction is obtained. Upon completion of grading, the Contractor shall furnish the Department of Recreation & Parks' compaction report, certified by the Soils Engineers, showing the results of compaction tests of fill, subgrade and bedding and certifying that fill, subgrade and pipe bedding compaction complies with the percentage compaction specified.

2. CONCRETE

All concrete construction shall be as specified in this Section unless specified otherwise in this Notice to Contractors.

MATERIALS

BASE MATERIAL

Base material for Portland Cement concrete shall be (CMB) crushed miscellaneous base, (200-2.4).

CONCRETE SPECIFIED BY CLASS

Placed concrete shall be class 520-C-2500, maximum 4 inch slump. Pumped concrete shall be class 560-E-2500, maximum 6 inch slump. A complete delivery receipt shall be required for each truckload of concrete delivered. The receipt shall be given to the Department of Recreation and Parks, (201-1.1.2).

PORTLAND CEMENT

All cement shall be Type II, low alkali Portland cement conforming to ASTM C150 (201-1.2).

AGGREGATES

The aggregates for all concrete construction shall be fractured face aggregates obtained from a quarry in the San Gabriel River drainage area only and shall be certified non-reactive by an approved testing laboratory as approved by the Bureau of Contract Administration, (201-1.2.2).

COMBINED AGGREGATE GRADINGS

Combined aggregate gradings for Portland Cement shall be as specified under this section, (201-1.3.2).

EXPANSION JOINTS

Expansion joints shall use a 3/8 inch thick asphalt impregnated felt expansion joint.

JOINT URETHANE SEALANT

When specified, expansion joint material shall be urethane elastomeric sealant for concrete pavement shall be Lithoseal Trafficalk-G3 by L. M. Scofield Company, or an approved equal, (201-3). Color to match concrete.

EXPANSION JOINT PREMOLED ASPHALTIC JOINT MATERIAL

When specified, expansion joint material shall be 1/4 inch thick asphaltic joint material as manufactured by Sealtight Co., or an approved equal, (201-3).

DOWELS (EXPANSION AND END-OF-POUR JOINTS)

Shall be grade 40 or grade 60 billet steel, (201-2.2).

END OF POUR JOINTS

End of pour joints shall be 1/4 inch thick asphaltic joint material as manufactured by Sealtight Co., or an approved equal, (201-3).

COLORED CONCRETE ADMIXTURES

Admixtures for colored concrete shall be Lithochrome Color Hardener by L.M. Scofield Company (800) 800-9900, or Davis Mix-in Colors for concrete by Davis Colors, (800) 800-6856, or an approved equal.

METHODS

SUBGRADE AND BASE PREPARATION AND COMPACTION

Subgrade under all concrete shall be prepared and compacted in accordance with this section (301-1.). Locations where compaction testing is required are shown on the plans with the symbol. The Department of Recreation and Parks may modify the exact location in the field, depending on field conditions, if permission is granted from the Department of Recreation and Parks. The total number of compaction tests shall be no less than two (2) or the number indicated on the plans. The Contractor shall provide compaction tests for both subgrade and base material, if applicable, at the locations indicated on the construction plans. Results of the compaction tests shall be submitted to the Department of Recreation and Parks for approval prior to the pouring of concrete. Minimum subgrade and base compaction shall be 90% relative compaction.

EXPANSION JOINTS

Shall be placed against previously constructed concrete structures or as indicated in the plans (303-5.4.2) and per Recreation and Parks Detail 300 series.

CONCRETE SURFACE FINISHING

Concrete walks, pads shall have a medium sand blast finish, unless otherwise noted on the plans. The Contractor shall prepare a minimum three foot by three foot sample for approval by the Department of Recreation and Parks before any concrete is placed, (303-5.5.3). Any sidewalk in the public street right of way constructed as a portion of this contract shall be finished as directed by the Department of Recreation and Parks.

3. DISINTEGRATED GRANITE AND SOIL STABILIZERS

MATERIALS

DISINTEGRATED GRANITE

Disintegrated granite shall be referred to by the abbreviation (D.G.), or referred to as a decomposed granite. All disintegrated granite shall conform to the following grading requirements:

Table with 4 columns: Sieve Designation, % Passing, Sieve Designation, %Passing. Rows include 3/8 inch, No. 4, No. 8, No. 16.

The portion of D.G retained on the no. 4 sieve shall have a maximum percentage of wear of 50 at 500 revolutions as determined by AASHTO T96-77. The portion passing a No. 40 sieve shall have a maximum liquid limit of 25 and maximum plasticity index of 7 as determined by AASHTO T89-81 and AASHTO T90-81, respectively. Crushed aggregate screenings shall be free from clay lumps, vegetative matter and deleterious material.

SOIL STABILIZER

The stabilizer shall be a non-toxic, colorless, odorless, organic powder that binds D.G. screenings. The stabilizer shall be manufactured by Stabilizer Inc., (800) 336-2468, or an approved equal.

PINE RESIN EMULSION

Pine resin emulsion for soil stabilization shall be Road Oyl by Soil Stabilization Products Company, Inc., (209) 383-3296, or an approved equal.

PORTLAND CEMENT (FOR SOIL CEMENT)

Portland Cement shall be Type II, (201-1.2).

4. STRUCTURAL CONCRETE AND MASONRY

All work shall conform to the latest edition, L.A. City Building Code (LACBC) in addition to the SSPWC; the LACBC shall take precedence where conflicts occur with the SSPWC.

CERTIFICATION AND TESTING

As required by the LACBC, certificates of identification and/or testing shall be provided for all concrete, reinforcing steel, concrete block, mortar, and grout materials delivered to the job site.

The following items refer to the corresponding SSPWC subsections in order to resolve conflicts with the LACBC, to stress items of particular concern, or modify, add to, or choose options in the SSPWC.

MATERIALS

CONCRETE SPECIFIED BY CLASS

Concrete is designed for Fc=2000 psi; for durability placed concrete shall be class 560-C-3250, maximum 4 inch slump and pumped concrete shall be class 660-E-3250, maximum 6 inch slump. A complete delivery receipt shall be required for each truckload of concrete delivered. The receipt shall be given to the Department of Recreation and Parks.

PORTLAND CEMENT

All cement shall be Type II, low alkali Portland cement conforming to ASTM C150. (201-1.2).

AGGREGATES

The aggregates for all concrete construction shall be fractured face aggregates obtained from a quarry in the San Gabriel River drainage area only and shall be certified non-reactive by a testing laboratory as approved by the Bureau of Contract Administration per Section (201-1.2.2).

COMBINED AGGREGATE GRADINGS

Combined aggregate gradings for Portland Cement shall be as specified under this section, (201-1.3.2).

REINFORCING STEEL

Use ASTM A615 Grade 40 billet steel, (201-2).

EXPANSION JOINTS

Use "Sealtight" 1/2 inch thick, full depth, self-sealing asphalt expansion joints by W. R. Meadows Inc. or equal, (201-3).

CONCRETE CURING COMPOUND

Use Type I compound, (201-4).

CEMENT MORTAR

In lieu of the class and proportions shown in SSPWC 201-5.1, use Type S mortar, Fc=2000 psi, LACBC 91.2403(g), (201-5, 202-2.1.2).

GROUT

In lieu of SSPWC 202-1.5.2, use 2000 psi grout per LACBC 91.2403(r), (201-1.5).

CONCRETE BLOCK

Use 8" x 8" x 16" lightweight (103 pcf) units conforming with ASTM C90 Grade N-1, (202.2.1).

LUMBER AND PLYWOOD FORMS

Formwork shall comply with this section, (204-1).

METHODS

FOUNDATION MATERIAL TREATMENT AND SUBGRADE FOR CONCRETE SURFACES

Footing excavations shall comply with these subsections, (303-1.3).

CONCRETE FORMWORK

Installation and removal of formwork for concrete footings and structures shall comply with these subsections, (303-1.3).

PLACING REINFORCEMENT

The Contractor's attention is directed to the provisions of this subsection regarding: (1) securing reinforcing steel in position in accordance with the "Concrete Reinforcing Steel Institute" standards; (2) splicing of bars; and (3) bending of bars, (303-1.7).In masonry the thickness of grout between block units and reinforcing steel shall not be less than 1/2 inch.

PLACING CONCRETE

The Contractor's attention is directed to the provisions of this subsection regarding: (1) avoiding concrete segregation; (2) wetting forms and subgrade; (3) consolidation of concrete with vibrators; and (4) provision for construction and expansion joints, (303-1.8).

CONCRETE SURFACE FINISH AND CURING COMPOUND

Surface finish and provision for curing compound shall comply with these subsections, (303-1.9).

MASONRY CONSTRUCTION

The Contractor's attention is directed to the provisions of this subsection regarding: (1) workmanship; (2) proper masonry units; (3) metal stops on horizontal reinforcing; (4) thoroughly rodding vertical cores; (5) cleaning cores of debris and mortar; (6) holding reinforcement straight and in place; and (7) cutting masonry with a power driven abrasive saw.If work is stopped for one hour or longer a horizontal construction joint shall be provided by stopping the grout 1 1/2 inches below the top of block.

Masonry shall be laid in running bond, unless otherwise noted, (303-4).



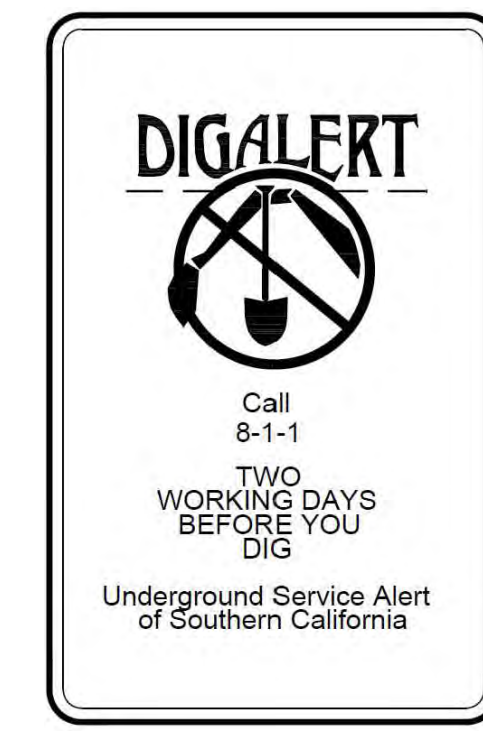
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PROJECT: WATTS SKATE PARK LOS ANGELES, CALIFORNIA

SHEET TITLE: GENERAL SPECIFICATIONS

SHEET NUMBER

LS-1.0



LEGEND

SYMBOL	DESCRIPTION
A	EXISTING CHAIN LINK FENCE TO BE REMOVED. PROVIDE TEMPORARY CHAIN LINK FENCING WHEN EXISTING FENCE IS REMOVED BUT NEW FENCING HAS NOT BEEN INSTALLED. ENTIRE PROJECT SITE SHALL BE FENCED AT ALL TIME DURING CONSTRUCTION.
B	EXISTING OFF RAMP WALL AND PYLON, PROTECT IN PLACE.
C	EXISTING MANHOLE TO REMAIN, PROTECT IN PLACE.
D	EXISTING POWER POLE TO REMAIN, PROTECT IN PLACE.
E	EXISTING LIGHT POLE TO REMAIN, PROTECT IN PLACE.
F	EXISTING SIDEWALK TO REMAIN, PROTECT IN PLACE.
G	EXISTING FIRE HYDRANT TO REMAIN, PROTECT IN PLACE.
H	EXISTING TREE TO BE REMOVED.

DEMOLITION NOTES:

- DEMOLITION AND REMOVAL WORK SHALL BE CAREFULLY PERFORMED TO AVOID DAMAGE TO EXISTING TREES NOTED ON THE PLAN AS REMAINING.
- ALL REMOVAL WORK (EXCEPT AS NOTED) SHALL BE DISPOSED OF OFF-SITE, IN A LEGAL MANNER, AT THE CONTRACTOR'S EXPENSE.
- CLEAR THE SITE OF GRASS, WEED GROWTH, RUBBISH, DEBRIS, PAVEMENT, CONCRETE, INACTIVE OR ABANDONED FACILITIES, ETC., THAT ARE TO BE REMOVED FOR CONSTRUCTION OF THE SITE IMPROVEMENTS TO THE LIMITS AND DEPTHS SHOWN ON THE PLANS.
- ABANDONED UNDERGROUND FACILITIES (VERIFIED BY THE CITY OF LOS ANGELES, DEPT. OF RECREATION AND PARKS), ROOTS, ROOTBALLS, THREE INCHES IN DIAMETER AND LARGER, ROCKS AND BROKEN MASONRY LARGER THAN FOUR INCHES IN ANY DIMENSION SHALL BE REMOVED TO A MINIMUM DEPTH OF 12" BELOW FINISH GRADE.
- MISCELLANEOUS INACTIVE OR ABANDONED UNDERGROUND FACILITIES LOCATED 12 INCHES OR MORE BELOW FINISH GRADE MAY BE REMOVED WITH CITY OF LOS ANGELES, DEPARTMENT OF RECREATION AND PARKS APPROVAL.
- MISCELLANEOUS ACTIVE LINES WITHIN 12 INCHES OF FINISH GRADE THAT ARE UNCOVERED DURING THE GRADING OPERATIONS SHALL BE PROTECTED.
- ALL DELETERIOUS MATERIALS WITHIN THE LIMITS OF THE WORK SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR, WHO SHALL MAKE ALL NECESSARY ARRANGEMENTS AND PAY ALL RELATED COSTS.
- ACTIVE UTILITIES SHALL BE PROTECTED BY AND AT THE EXPENSE OF THE CONTRACTOR. KEEP ANY REQUIRED UTILITY IN OPERATING CONDITIONS DURING ENTIRE PERIOD OF WORK, INCLUDING EXISTING IRRIGATION SYSTEMS FOR LANDSCAPE MAINTENANCE.
- INACTIVE OR ABANDONED UTILITIES SHALL BE DISCONNECTED, REMOVED, AND PLUGGED OR CAPPED SUBJECT TO THE LOCAL GOVERNING ORDINANCES.
- SHOULD THE CONTRACTOR ENCOUNTER ANY EXISTING UNDERGROUND UTILITIES NOT SHOWN ON THE DRAWINGS, HE SHALL IMMEDIATELY NOTIFY THE CITY OF LOS ANGELES DEPARTMENT REPRESENTATIVE WHO WILL DETERMINE FURTHER PROCEDURE.
- BURNING OF DEBRIS WILL NOT BE PERMITTED EXCEPT BY WRITTEN PERMISSION FROM THE AIR POLLUTION CONTROL AUTHORITIES AND LOS ANGELES FIRE DEPARTMENT.

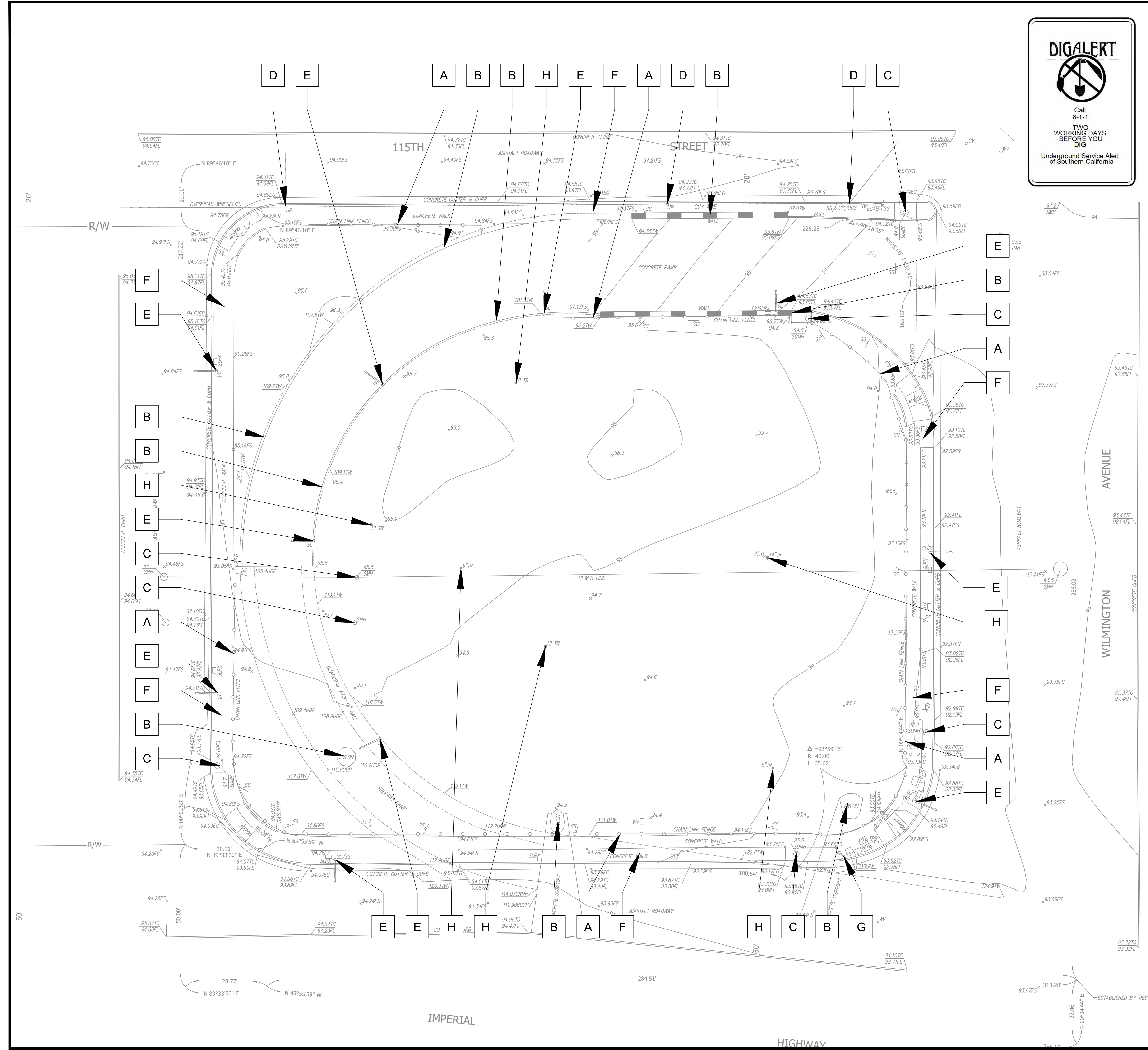
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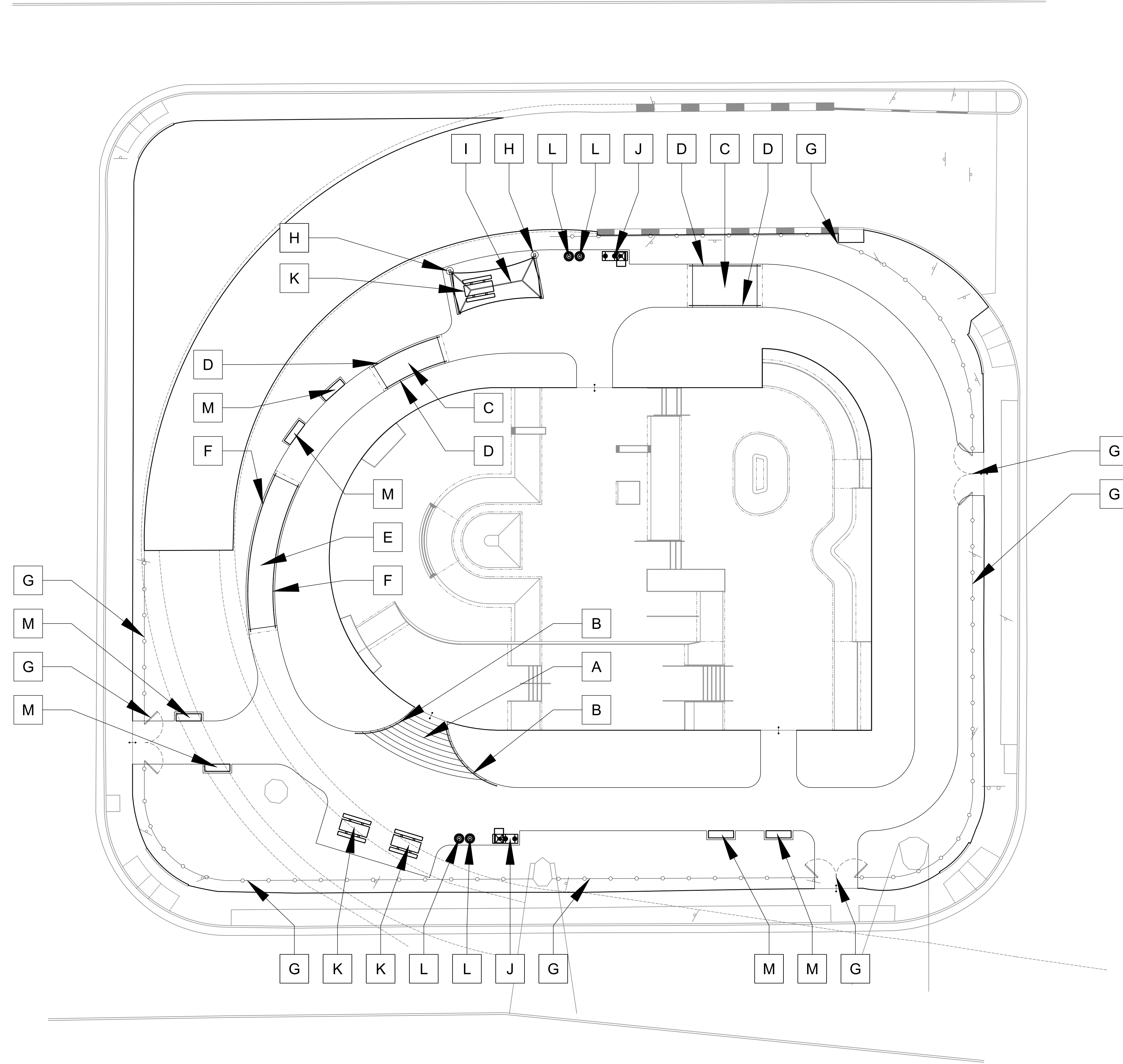
PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
**DEMOLITION
PLAN**

SHEET NUMBER

LS-2.0





LEGEND		
SYMBOL	DETAIL	DESCRIPTION
A	1/LS-9.0	STAIR SET
B	2/LS-9.0	STAIR SET HANDRAIL
C	3/LS-9.0	ADA RAMP - A
D	4/LS-9.0	ADA RAMP - A HANDRAIL
E	5/LS-9.0	ADA RAMP - B
F	6/LS-9.1	ADA RAMP - B HANDRAIL
G	7/LS-9.1	ORNAMENTAL IRON FENCE & ENTRY GATE
H	8/LS-9.1	SHADE STRUCTURE ESTIMATED FOOTING
I	9/LS-9.1	USA SHADE FULL CANTILEVER HIP SHADE STRUCTURE
J	10/LS-9.2	ELKAY OUTDOOR DRINKING FOUNTAIN
K	11/LS-9.2	OUTDOOR CREATIONS MODEL #111 CONCRETE PICNIC TABLE
L	12/LS-9.2	OUTDOOR CREATIONS MODEL #500 CONCRETE TRASH RECEPTACLE
M	13/LS-9.2	OUTDOOR CREATIONS MODEL #411 CONCRETE BENCH

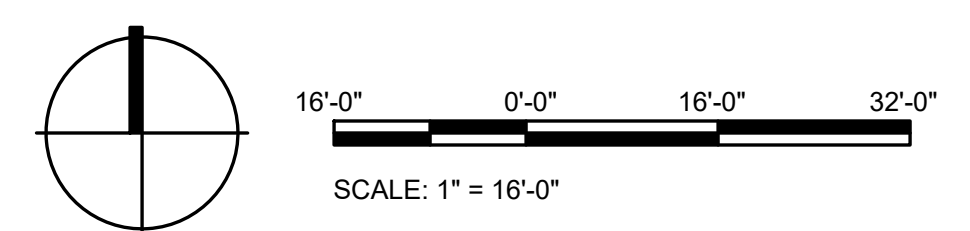
- CONSTRUCTION NOTES:**
- ALL FORMS AND ALIGNMENTS OF PAVING AND LAYOUT SHALL BE REVIEWED AND APPROVED BY THE CITY'S AUTHORIZED REPRESENTATIVE PRIOR TO POURING (GIVE A MINIMUM OF 48 HOURS NOTICE).
 - CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION AND SHALL BE HELD LIABLE FOR ALL DAMAGES INCURRED.
 - ALL CONSTRUCTION AND WORKMANSHIP SHALL CONFORM TO THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS.
 - THESE NOTES SHALL BE USED IN CONJUNCTION WITH THE PLANS AND ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND CITY'S REPRESENTATIVE.
 - CONTRACTOR MUST CHECK ALL DIMENSION AND SITE CONDITIONS BEFORE STARTING WORK. LANDSCAPE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES OR POSSIBLE DEFICIENCIES.
 - CONDITIONS NOT SPECIFICALLY SHOWN SHALL BE CONSTRUCTED SIMILAR TO THE DETAILS FOR THE RESPECTIVE MATERIALS (SEE LS-8.0 STANDARD DETAILS).
 - CLEAN-UP SHALL TAKE PLACE ON A DAILY BASIS.

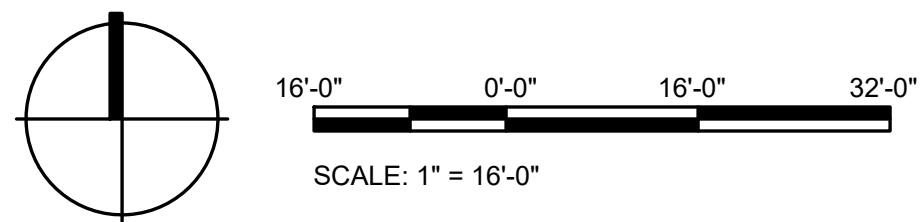
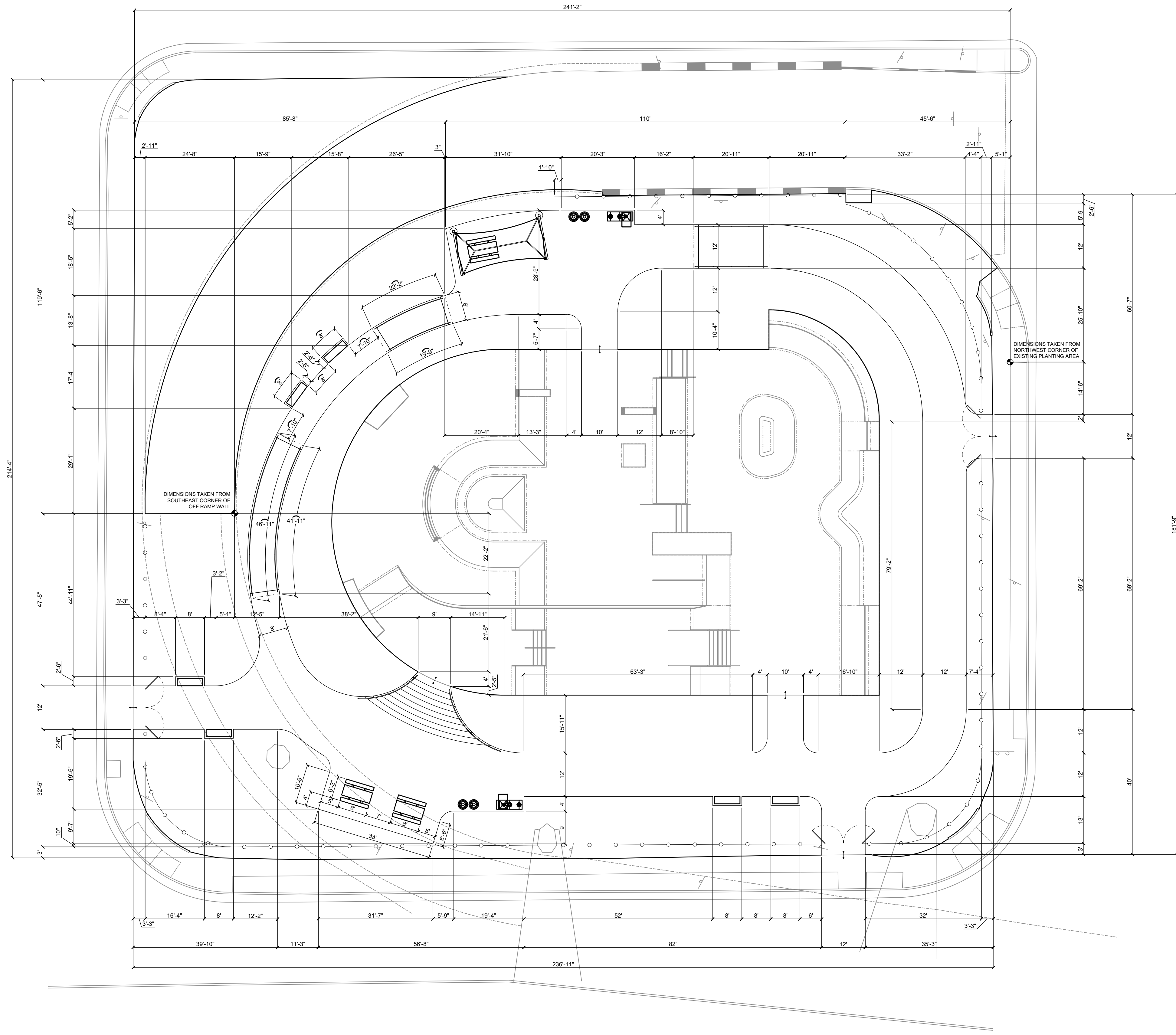
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PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
SITE
CONSTRUCTION
PLAN

SHEET NUMBER
LS-3.0





SHEET TITLE:
SITE LAYOUT
PLAN

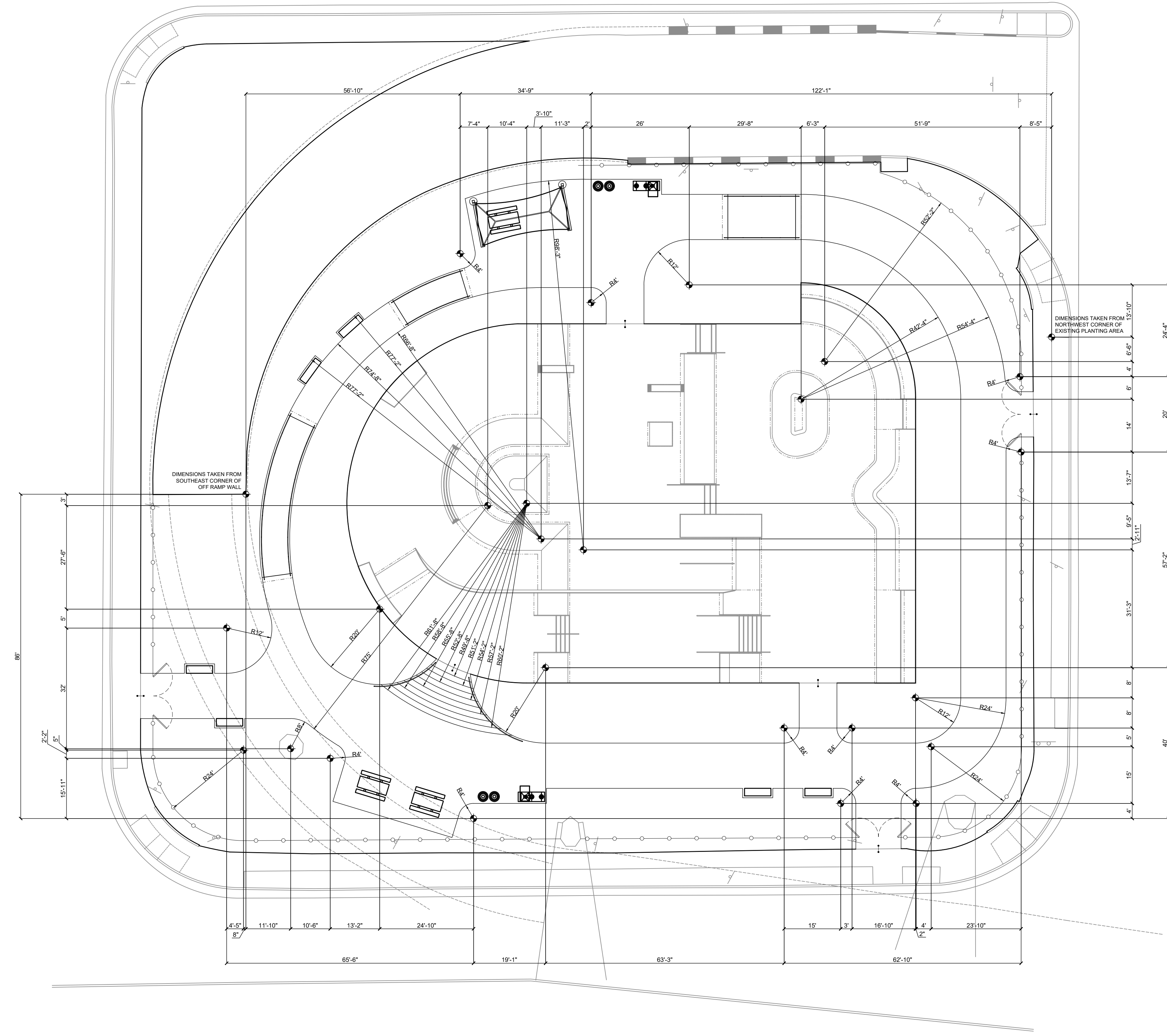
PROJECT:
 WATTS SKATE PARK
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 CALIFORNIA

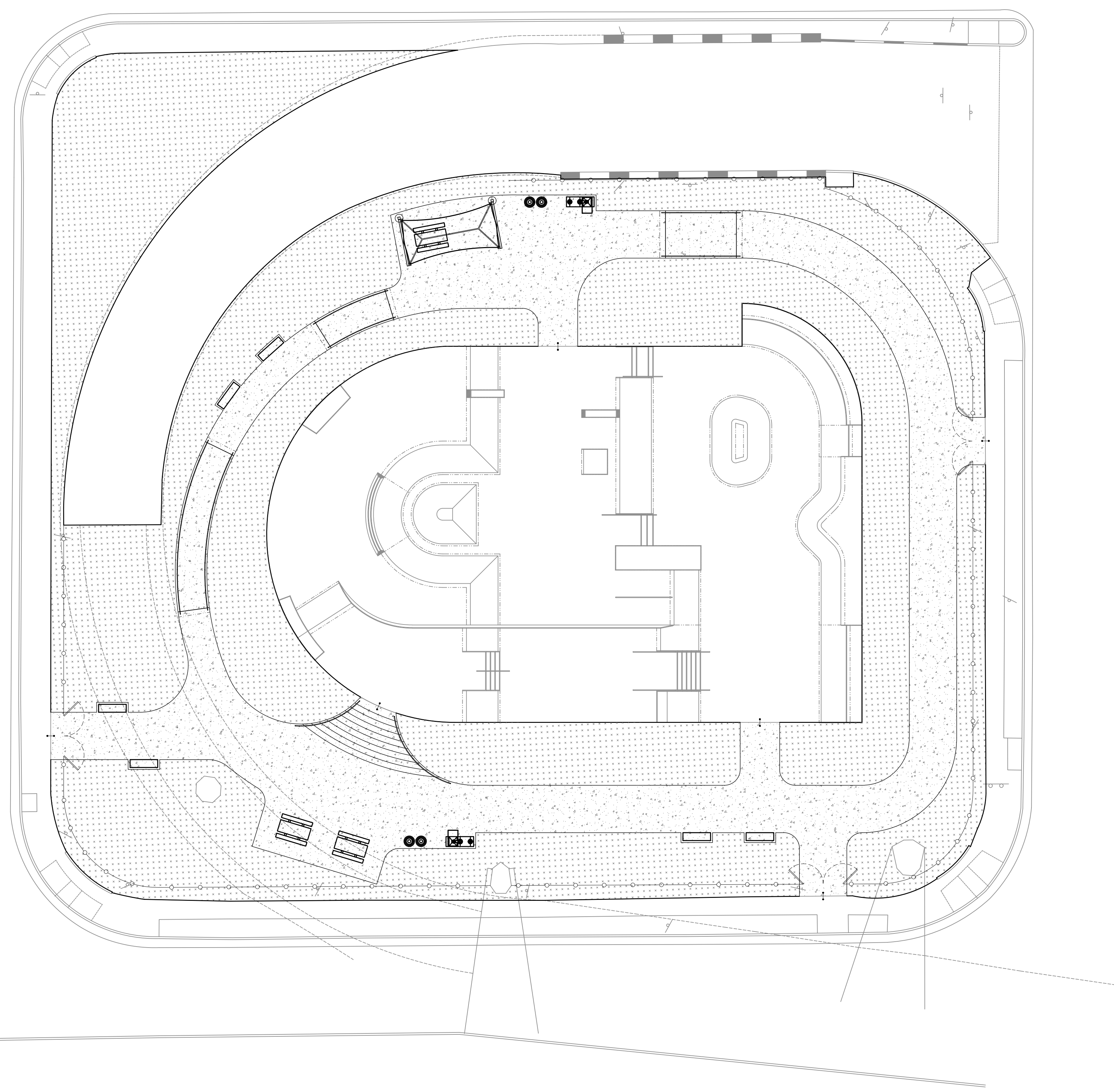
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY



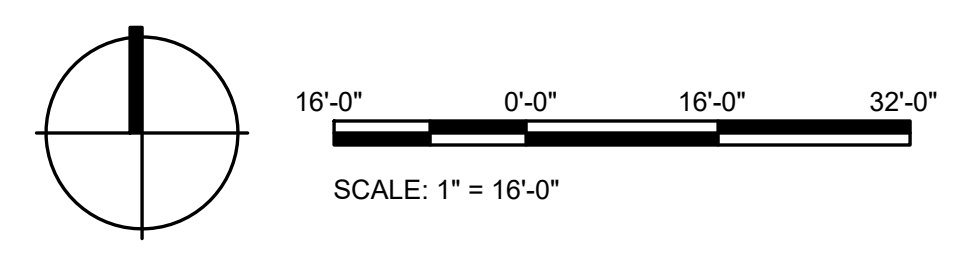
SHEET NUMBER

LS-4.0





LEGEND		
SYMBOL	DETAIL	DESCRIPTION
	1/LS-8.0	HARDSCAPE CONCRETE PAVING.
	-	SEE PLANTING PLAN LS-10.0 FOR MORE INFORMATION.



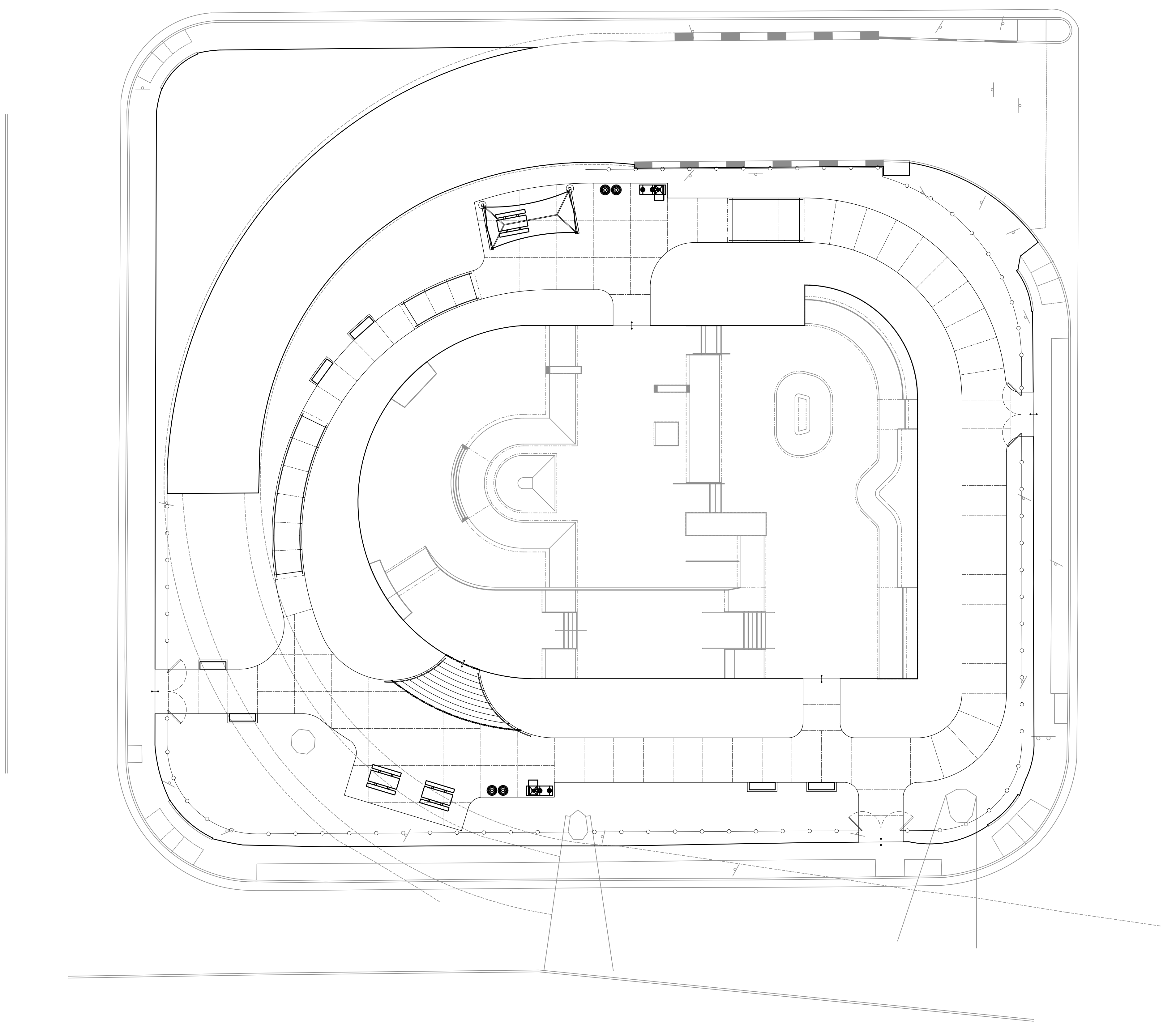
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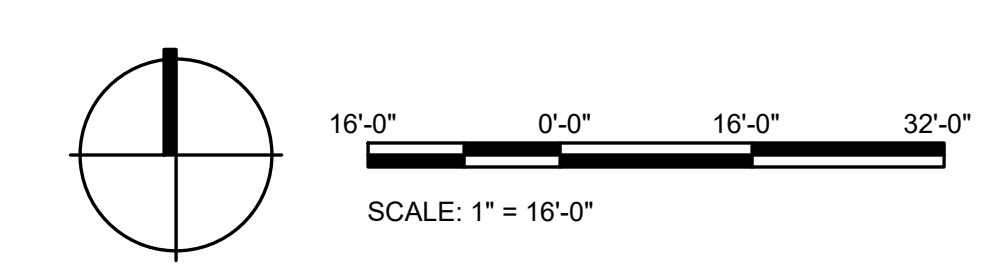
SHEET TITLE:
**SITE MATERIALS
PLAN**

SHEET NUMBER
LS-6.0

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- JOINING NOTES:**
1. CONTRACTOR SHALL LOCATE SAWCUTS APPROXIMATELY EVERY 10 FEET O.C. PER SAWCUT DETAIL X/SPX.X.
 2. SAWCUT PLAN IS DIAGRAMMATIC ONLY. CONTRACTOR SHALL SUBMIT LAYOUT PLAN FOR REVIEW AND APPROVAL.
 3. ALIGHT SAWCUTS WITH ADJACENT SAWCUTS WHERE POSSIBLE, TYP.
 4. SEE SP1.0 FOR LINETYPE LEGEND.

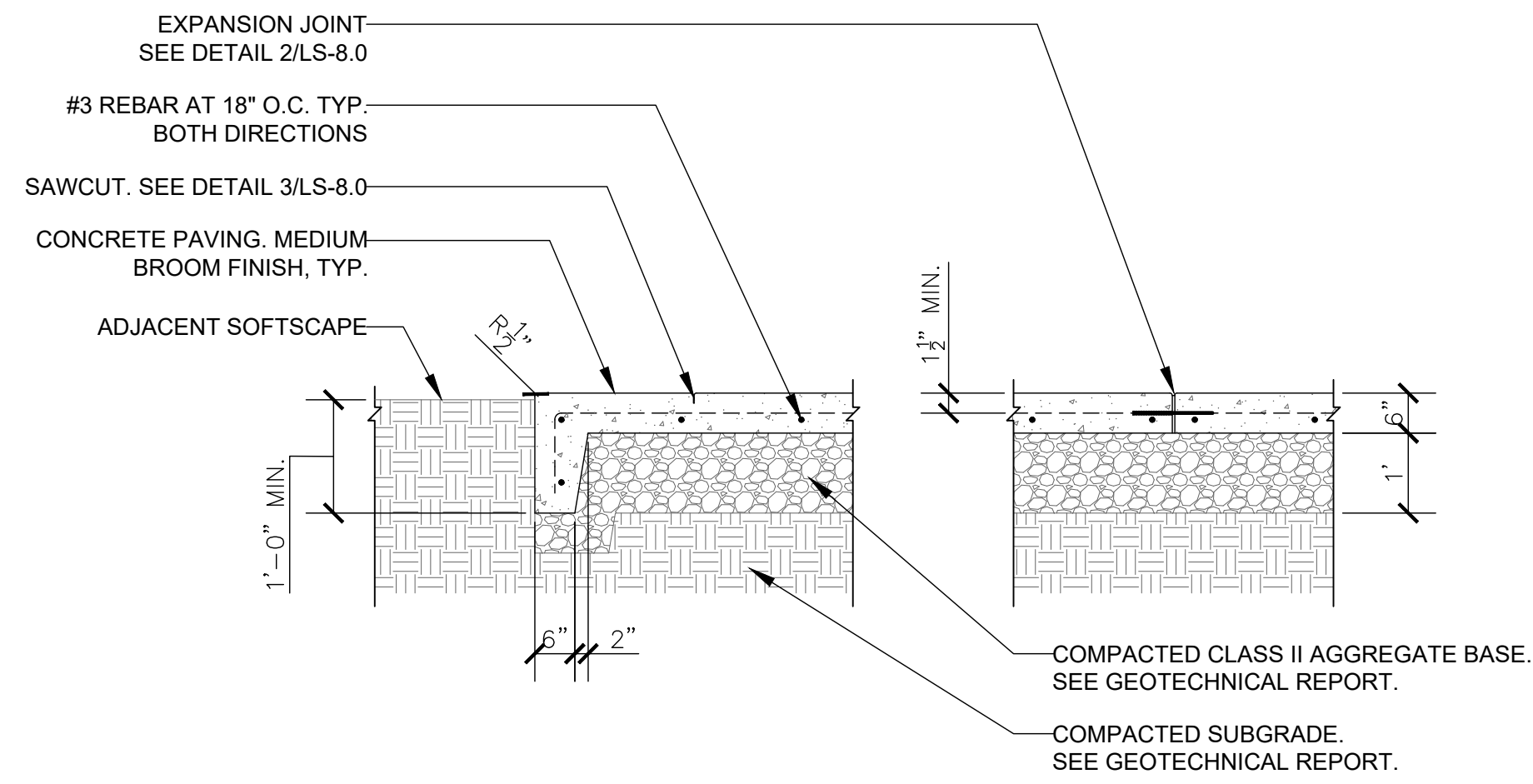


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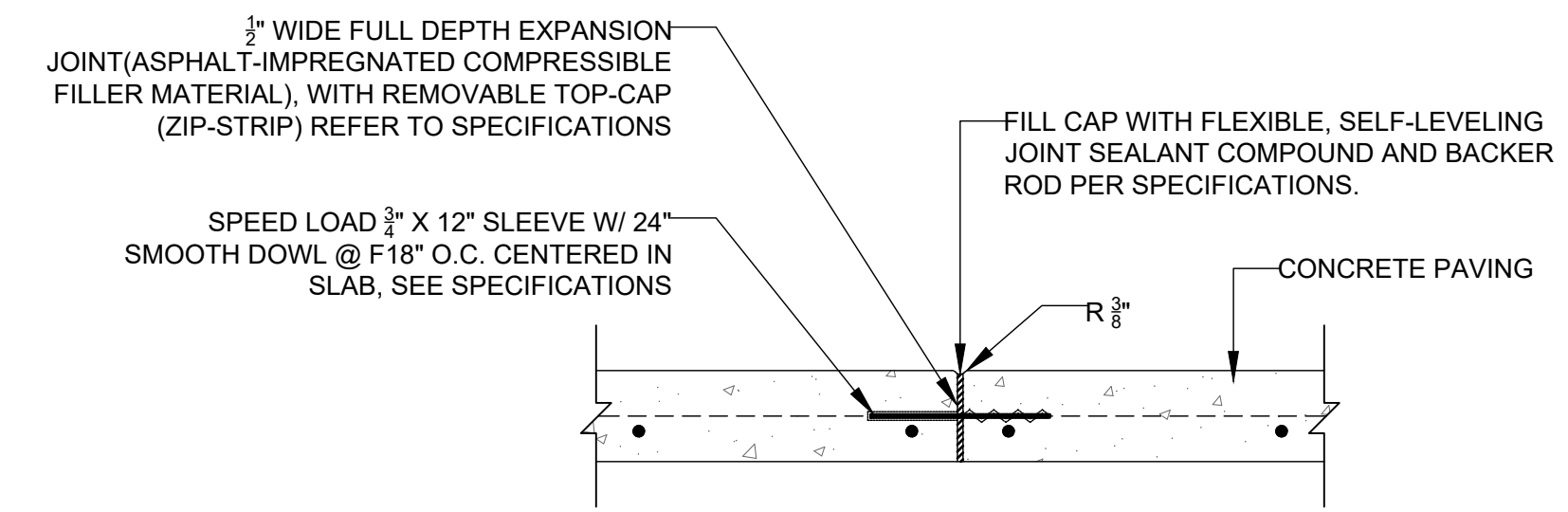
SHEET TITLE:
**SITE JOINTING
 PLAN**

SHEET NUMBER
 LS-7.0



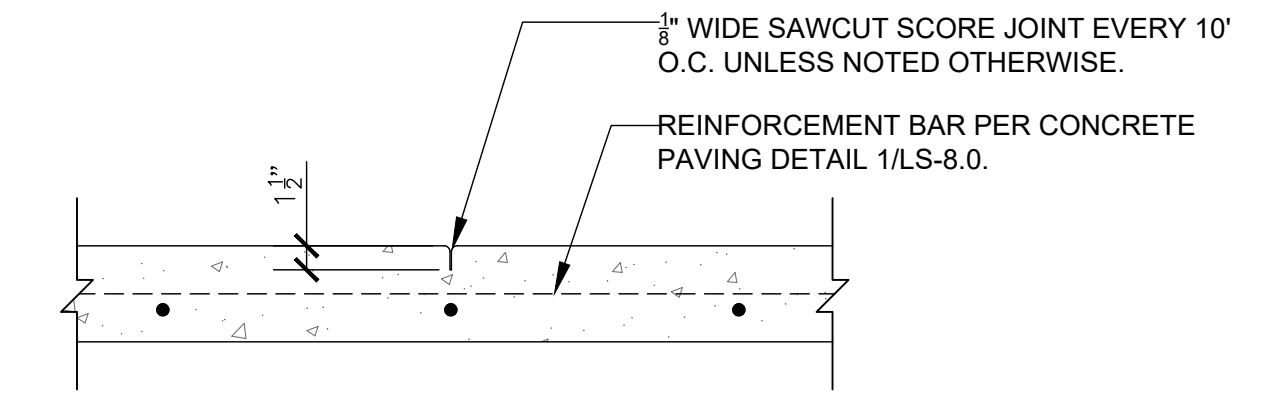
HARDSCAPE CONCRETE PAVING

1/2"=1'-0" 1



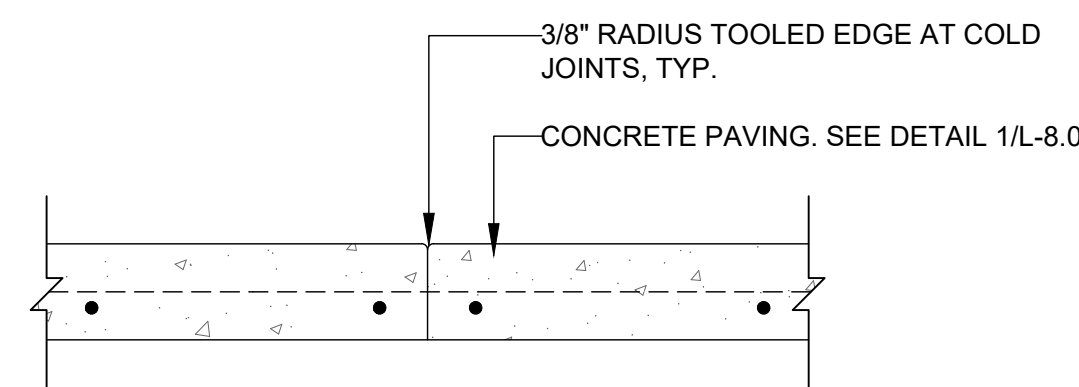
HARDSCAPE EXPANSION JOINT

1"=1'-0" 2



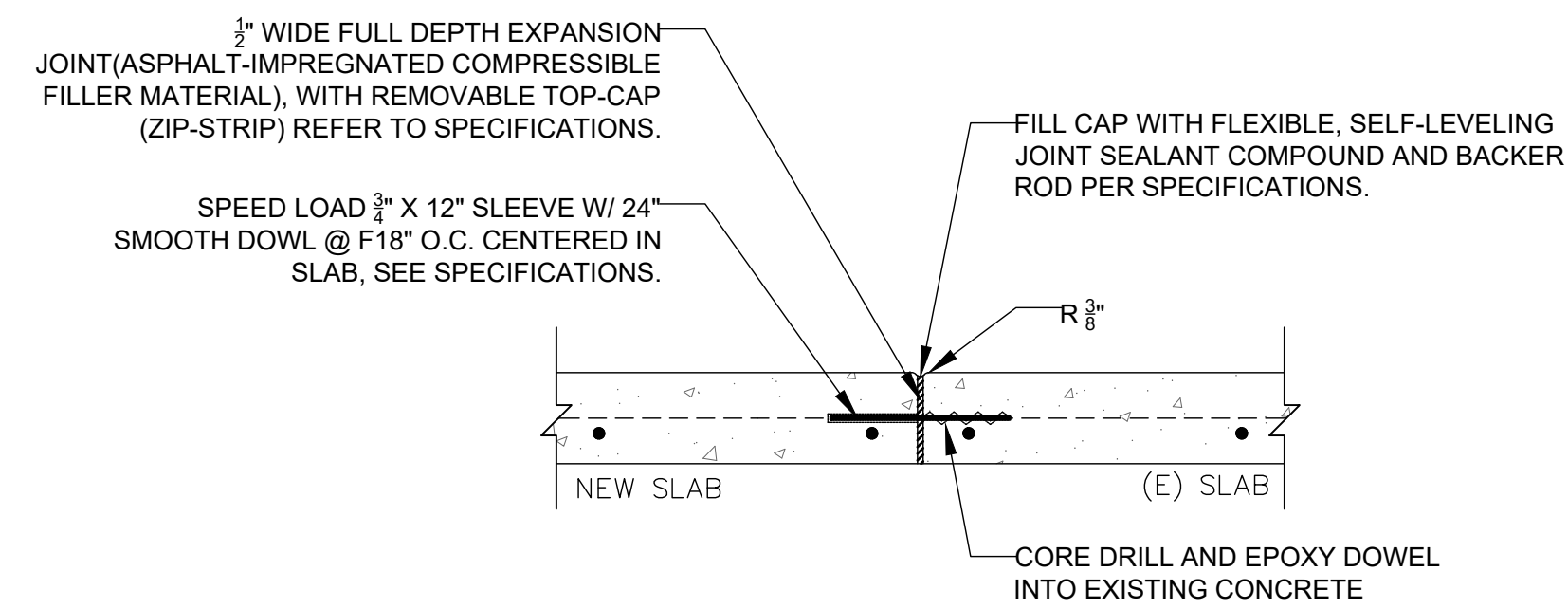
HARDSCAPE SAWCUT

1"=1'-0" 3



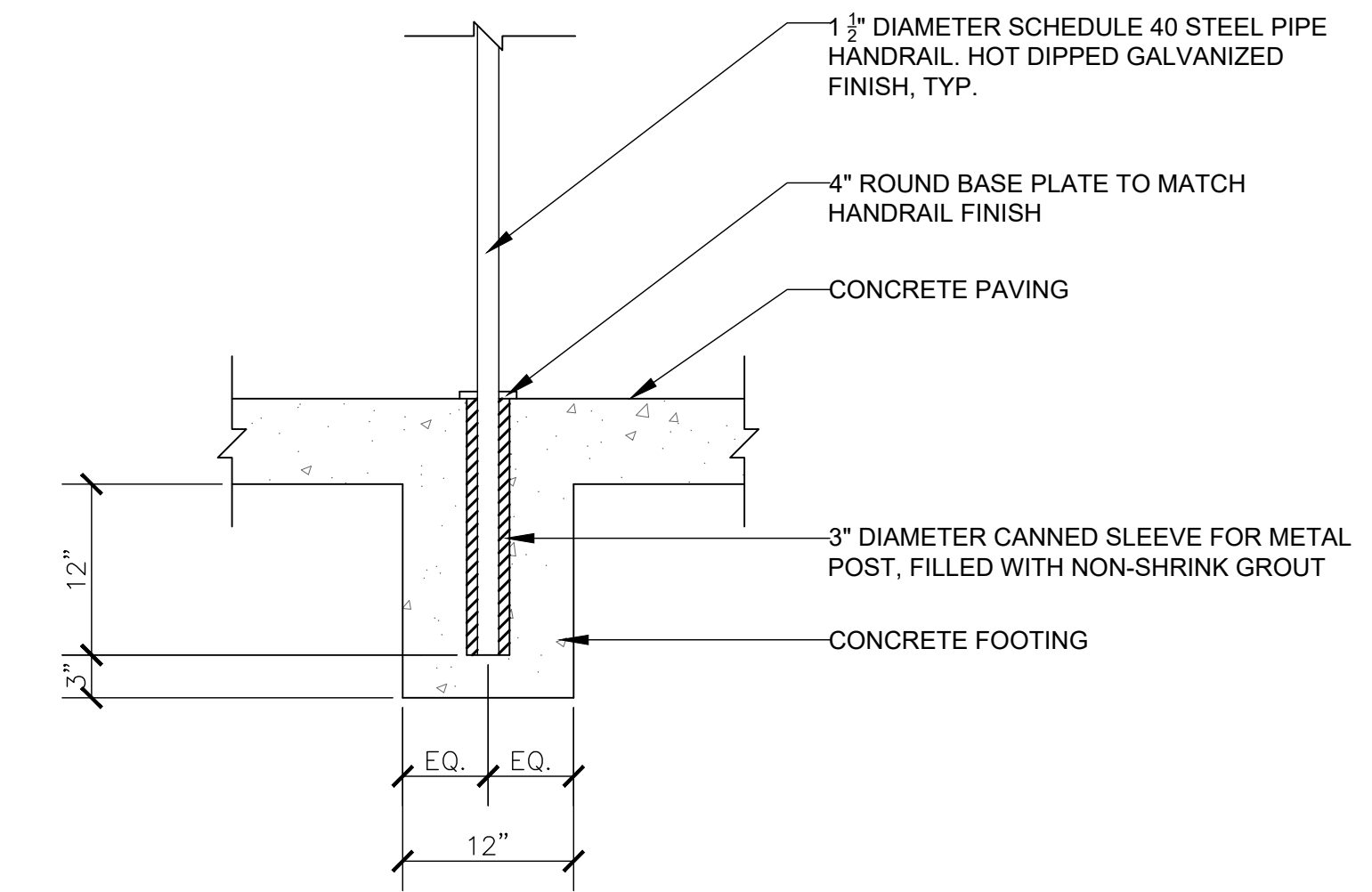
HARDSCAPE COLD JOINT

1"=1'-0" 4



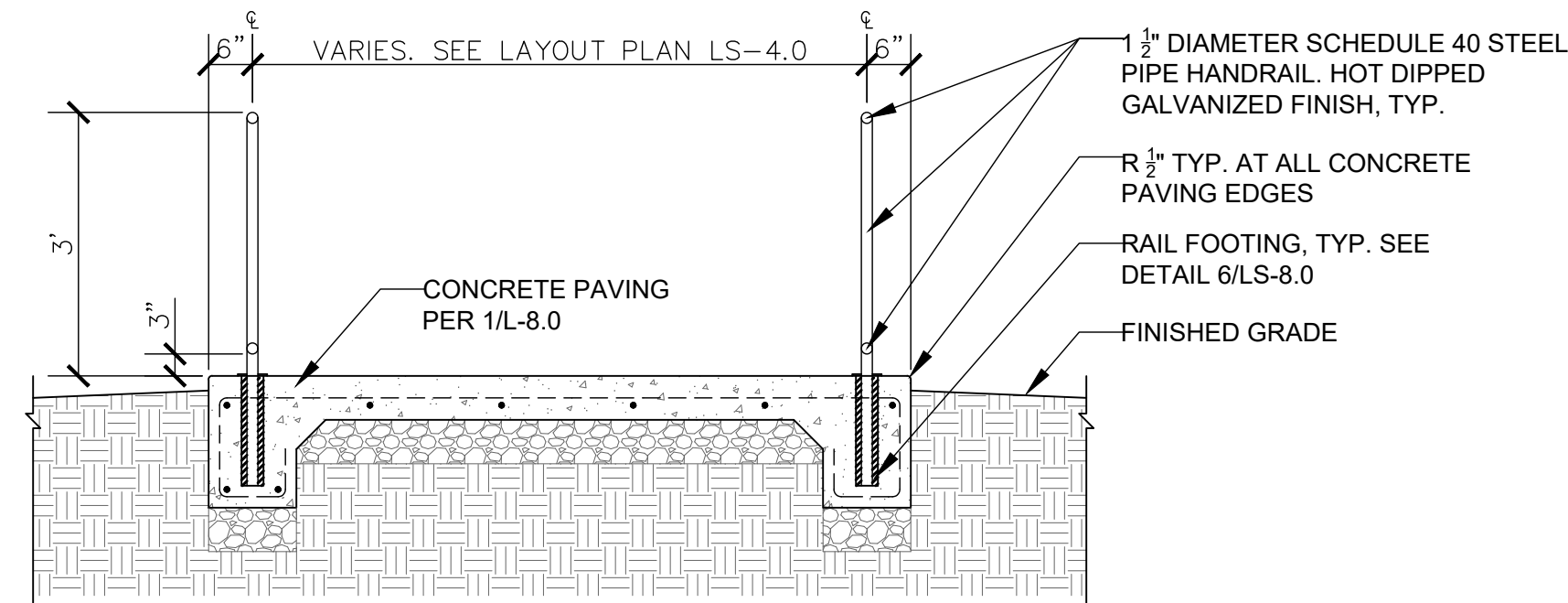
NEW HARDSCAPE CONCRETE PAVING AT EXISTING SLAB

1"=1'-0" 5



HARDSCAPE RAIL FOOTING

1"=1'-0" 6



HARDSCAPE ADA HANDRAILS

1/2"=1'-0" 7

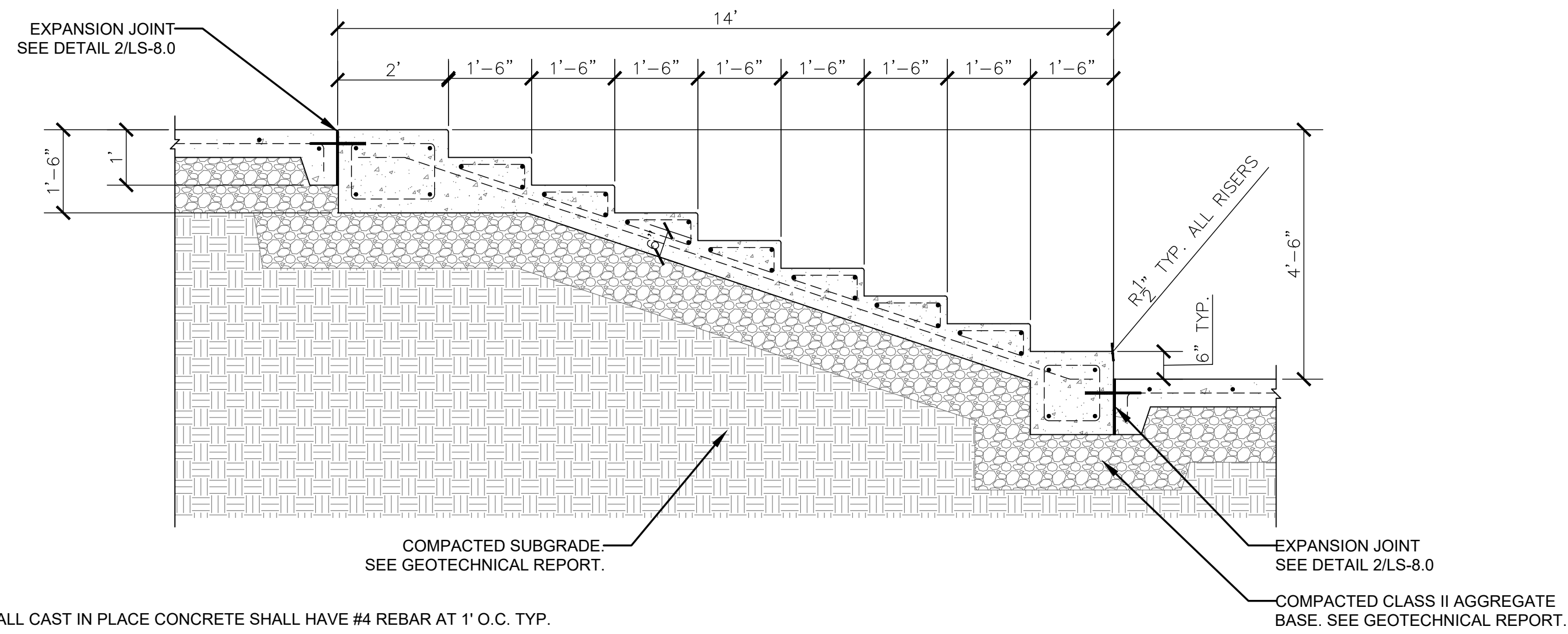
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PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
**STANDARD SITE
DETAILS**

SHEET NUMBER

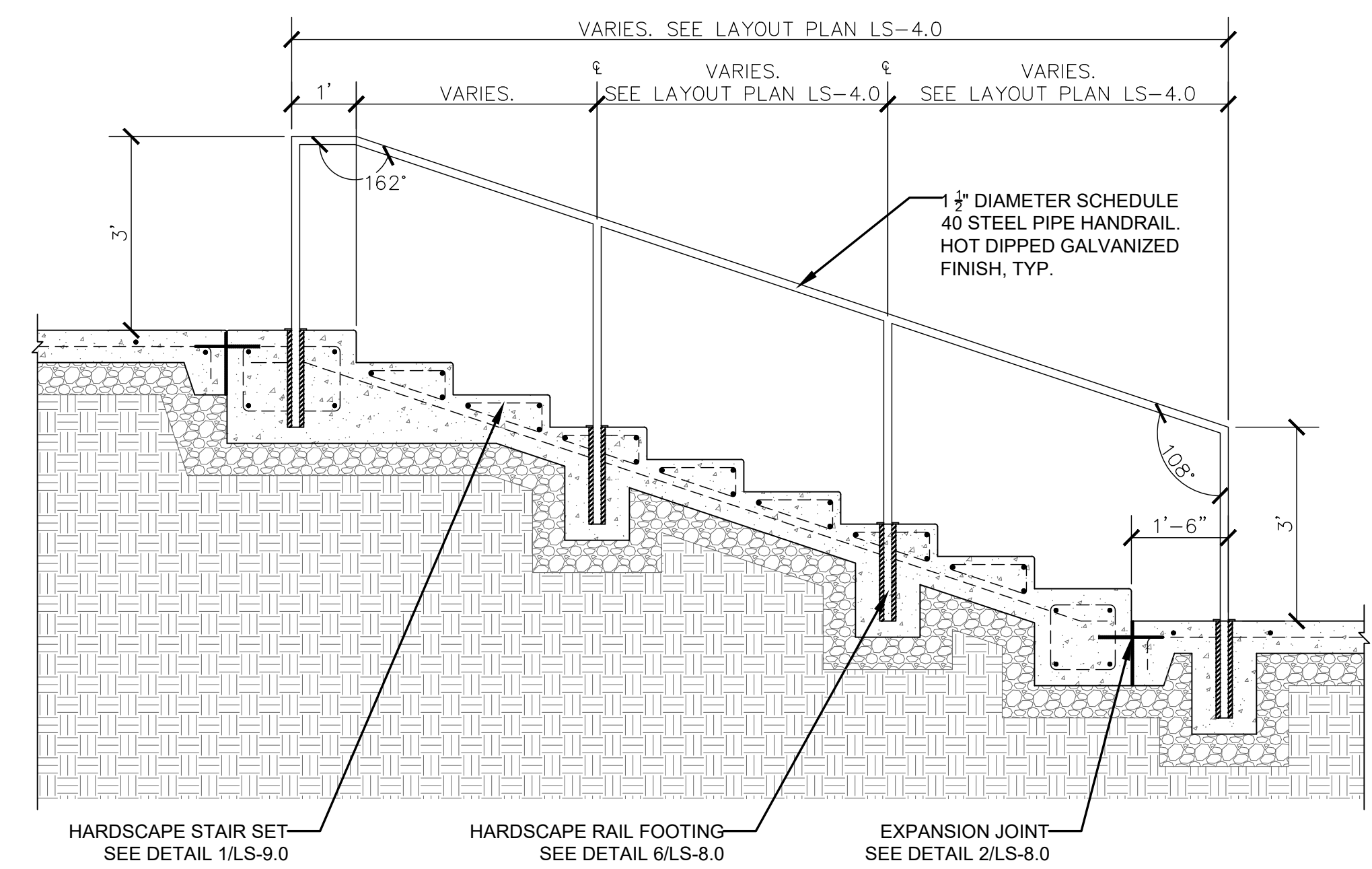
LS-8.0



NOTE:
1. ALL CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

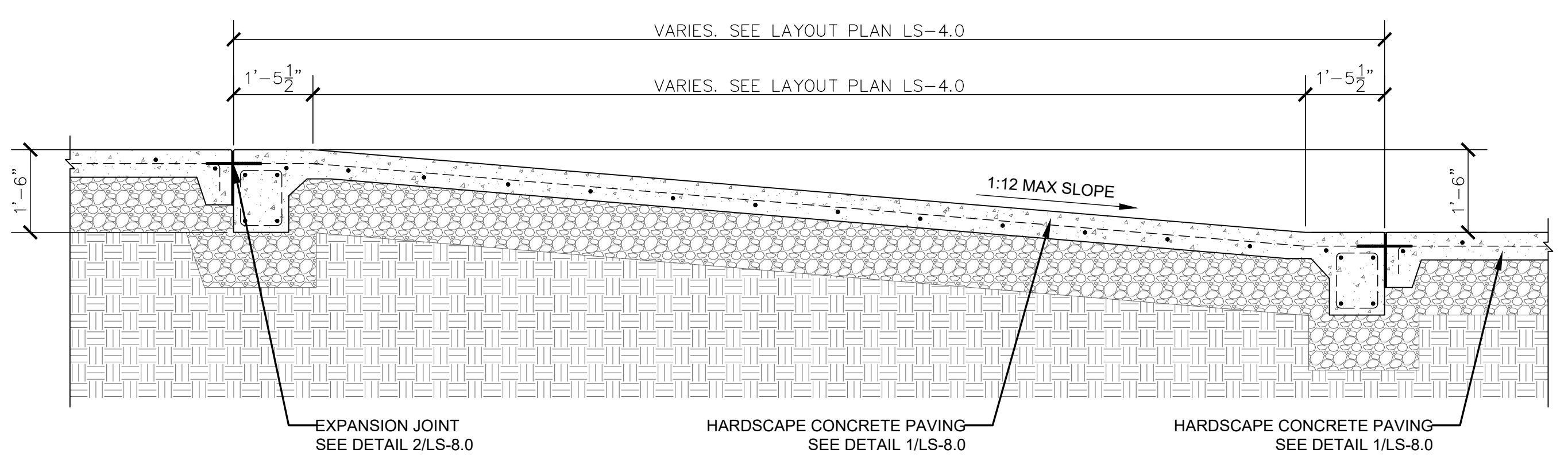
STAIR SET

1/2"=1'-0" 1



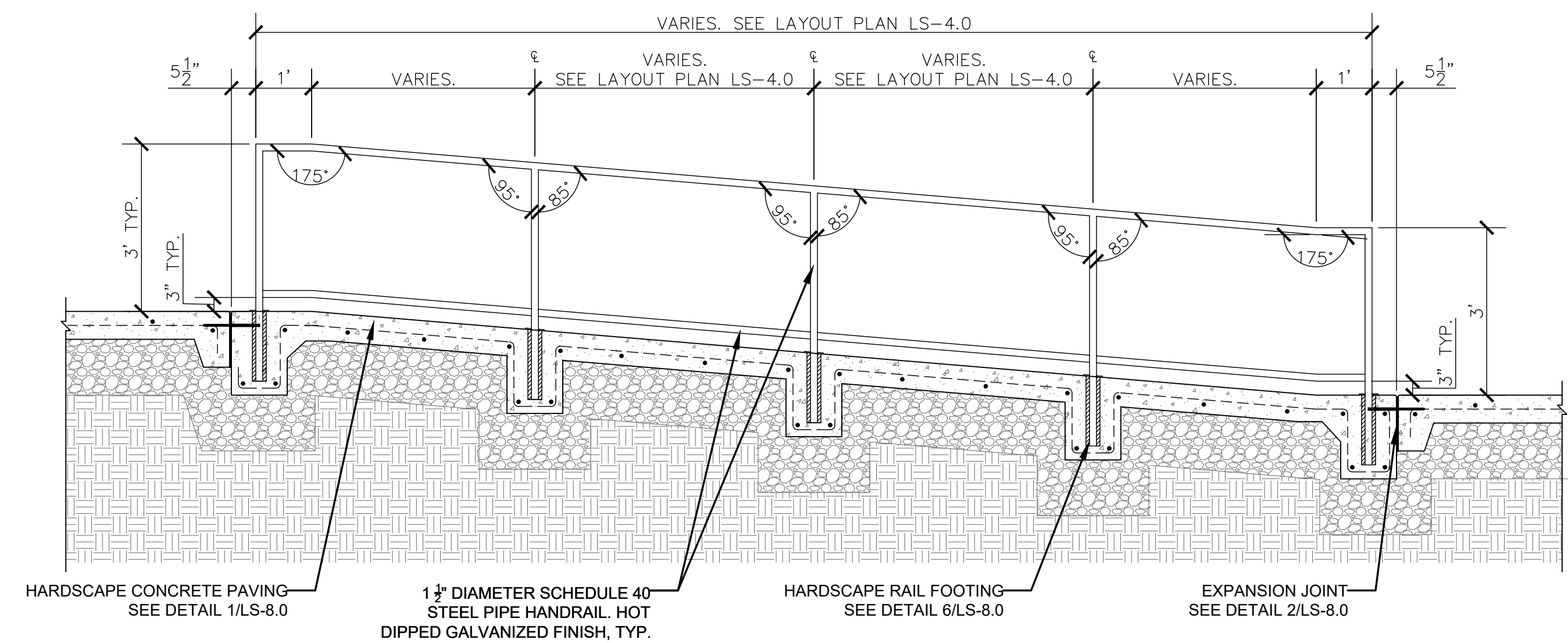
STAIR SET HANDRAIL

1/2"=1'-0" 2



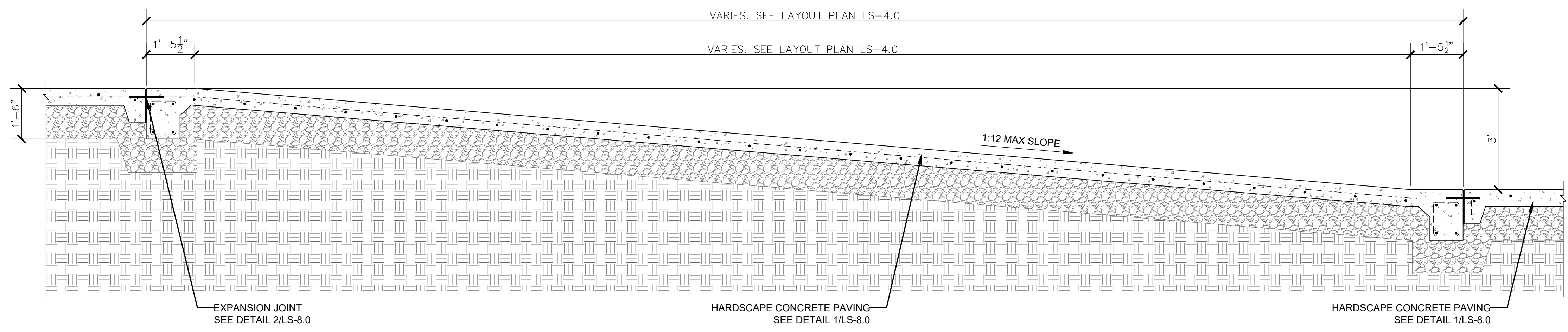
ADA RAMP - A

1/2"=1'-0" 3



ADA RAMP - A HANDRAIL

1/2"=1'-0" 4



ADA RAMP - B

1/2"=1'-0" 5

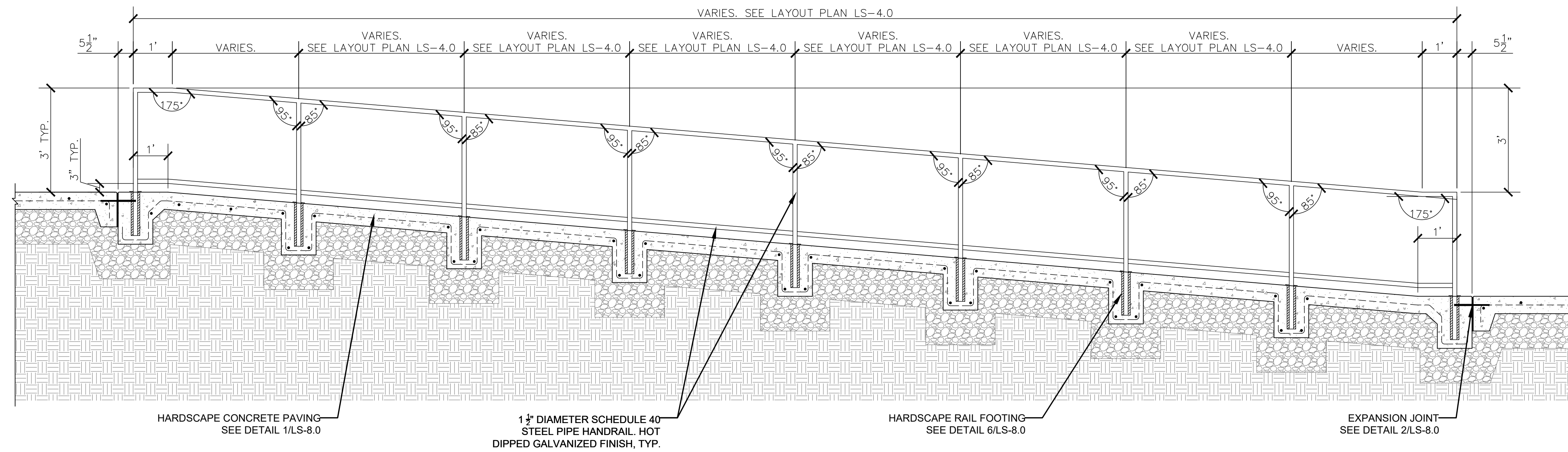
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CALIFORNIA

SHEET TITLE:
SITE DETAILS

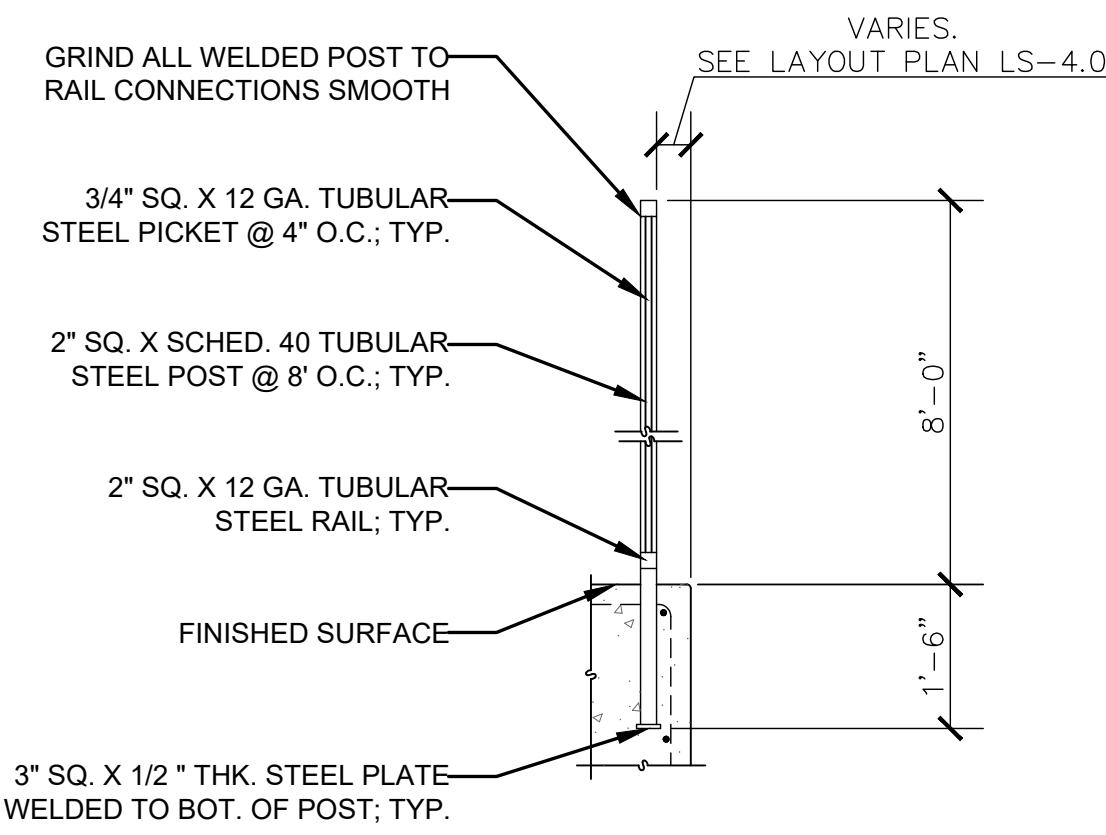
SHEET NUMBER

LS-9.0

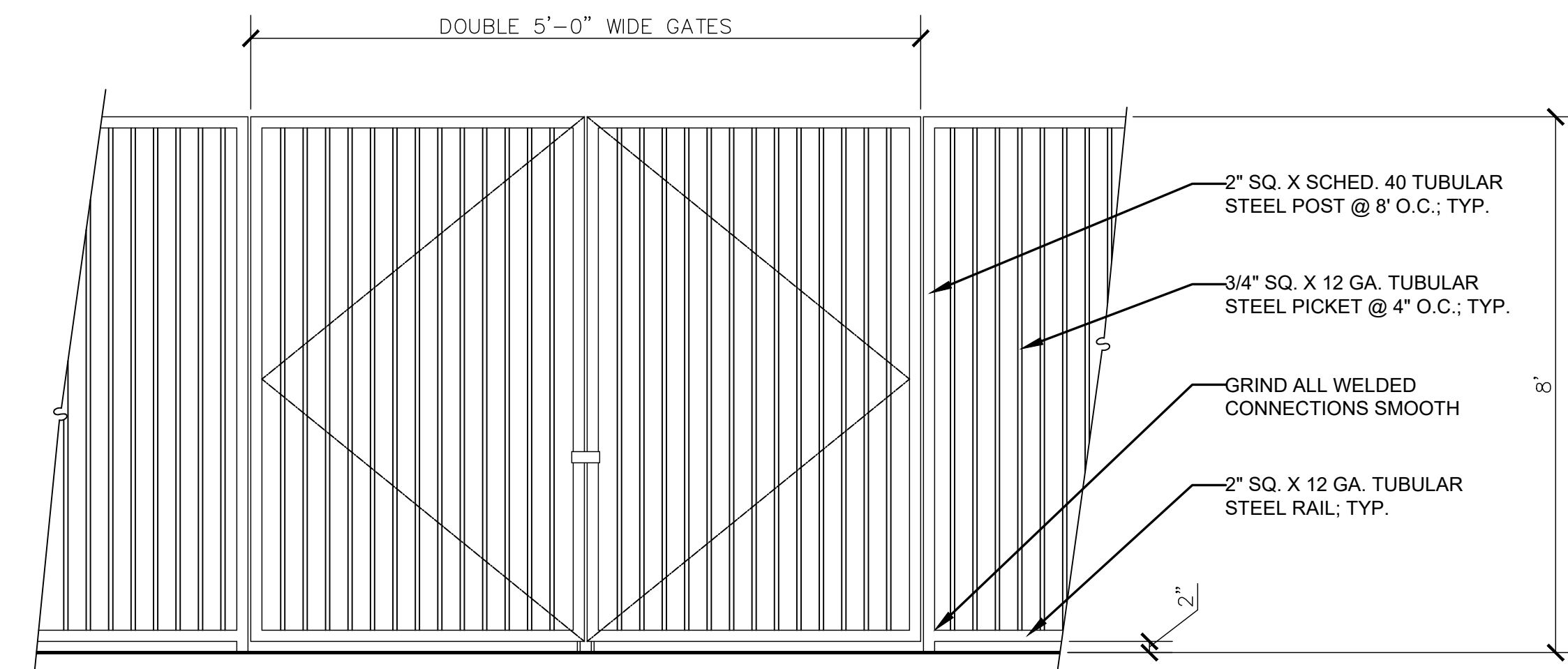


ADA RAMP - B HANDRAIL

1/2"=1'-0" 6

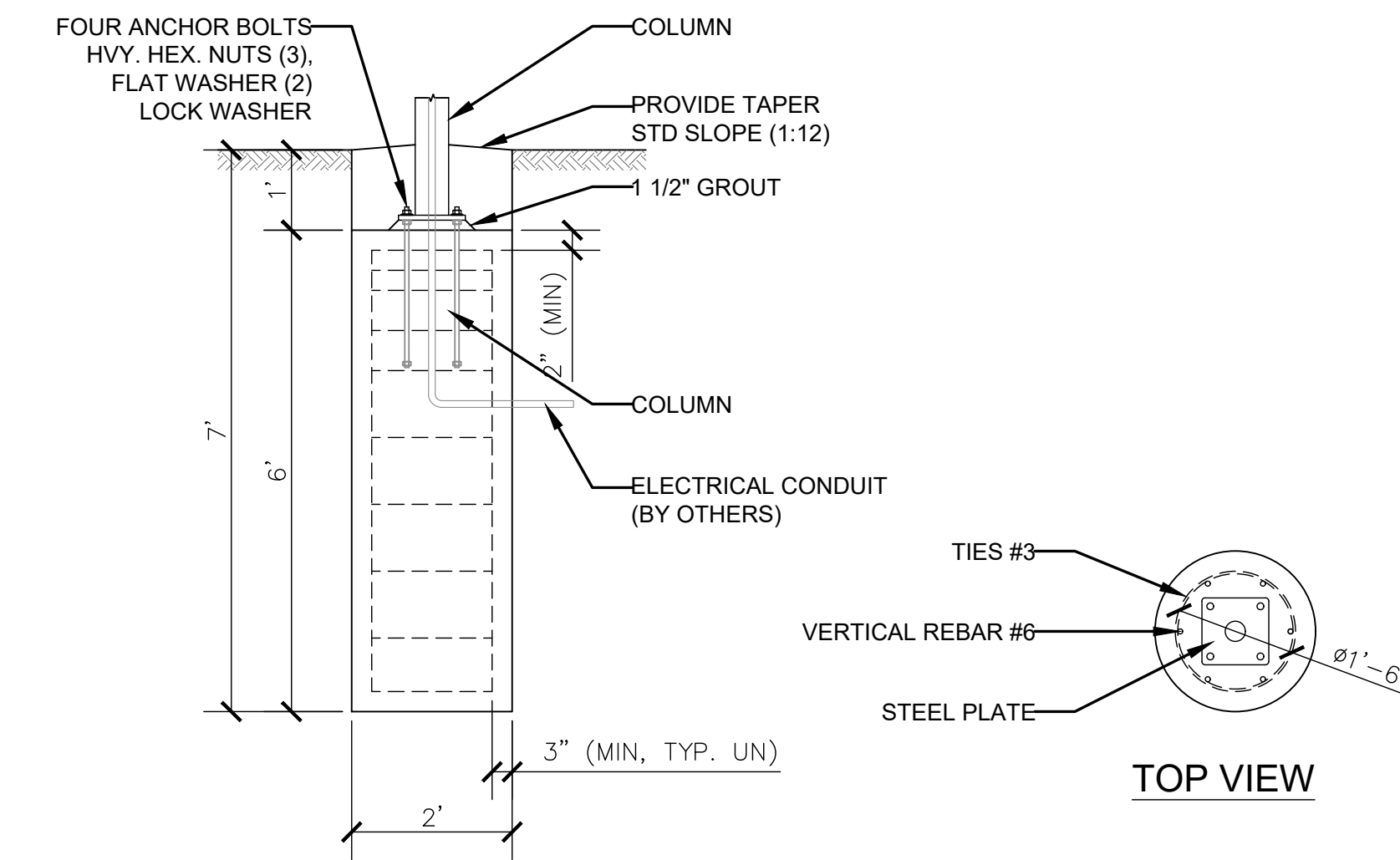


- NOTE:
- GATES SHALL HAVE LOCKING ASSEMBLIES IN BOTH OPEN AND CLOSED POSITIONS.
 - GATE HARDWARE BY STANLEY CO. OR APPROVED EQUAL.
 - FENCING SUB-CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF GATE FOR LANDSCAPE ARCHITECT APPROVAL PRIOR TO FABRICATION.
 - REFER TO SPECIFICATIONS FOR PAINTED FINISH.



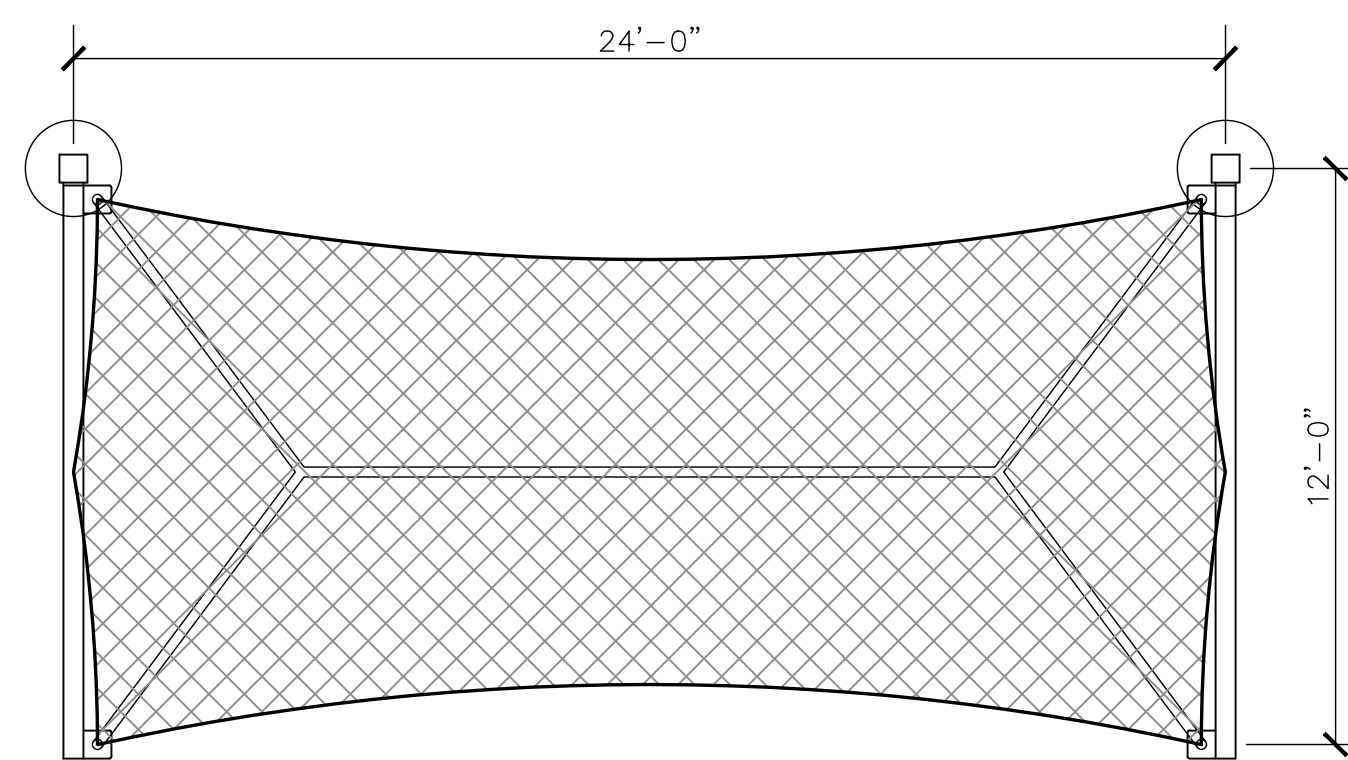
ORNAMENTAL IRON FENCE AND ENTRY GATE

1/2"=1'-0" 7

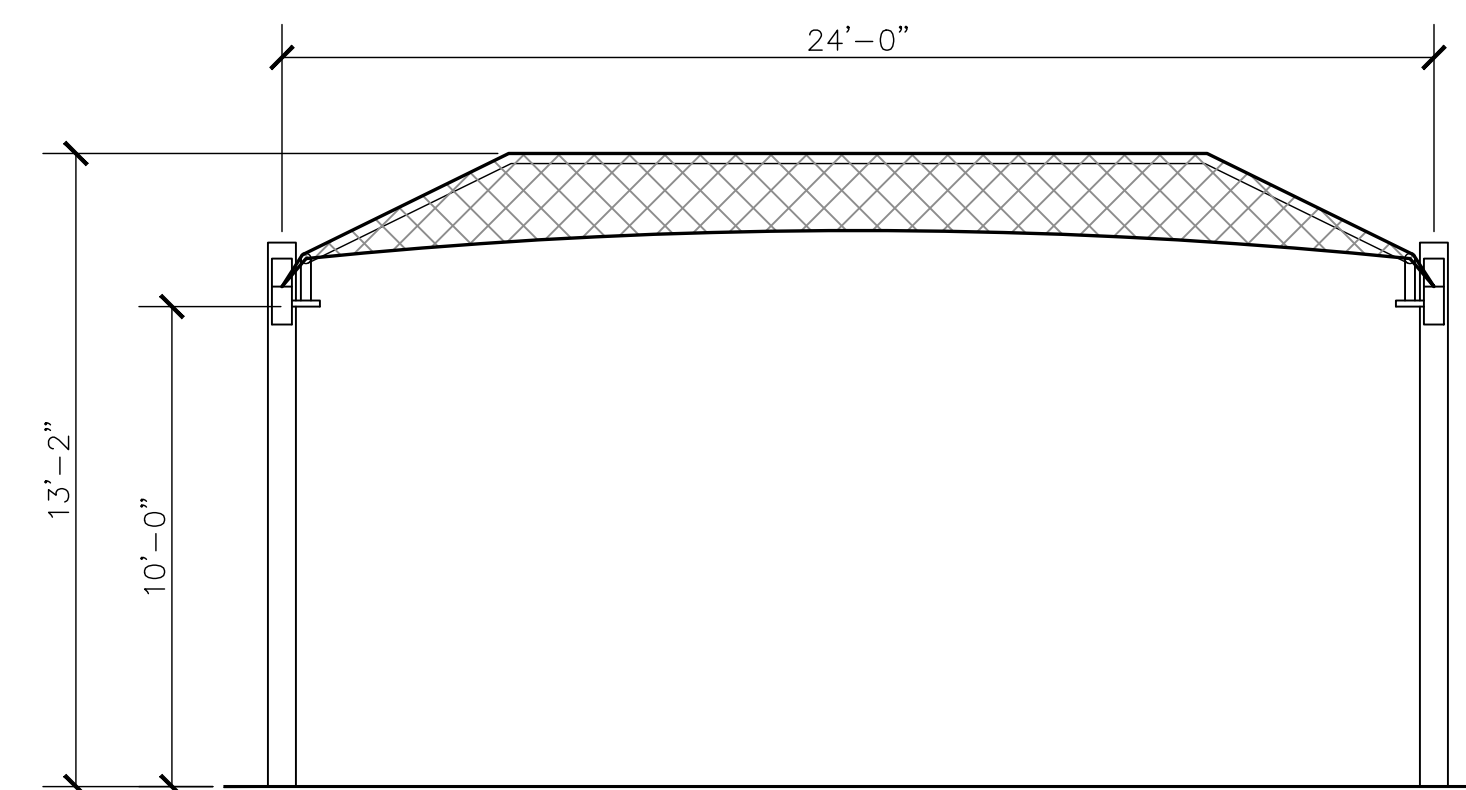


SHADE STRUCTURE ESTIMATED FOOTING

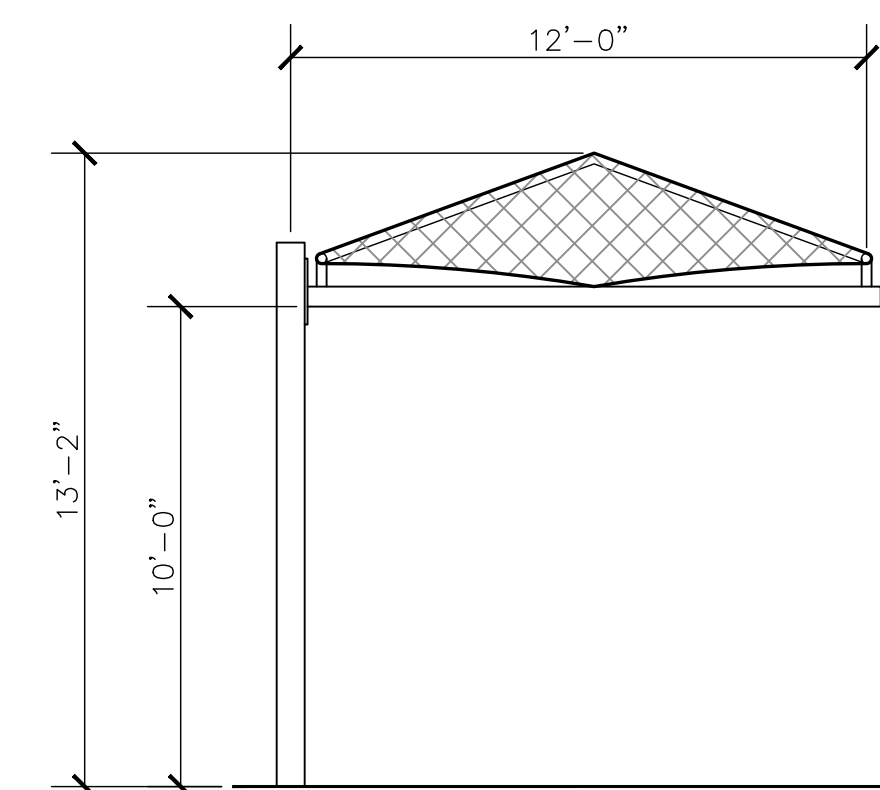
1/2"=1'-0" 8



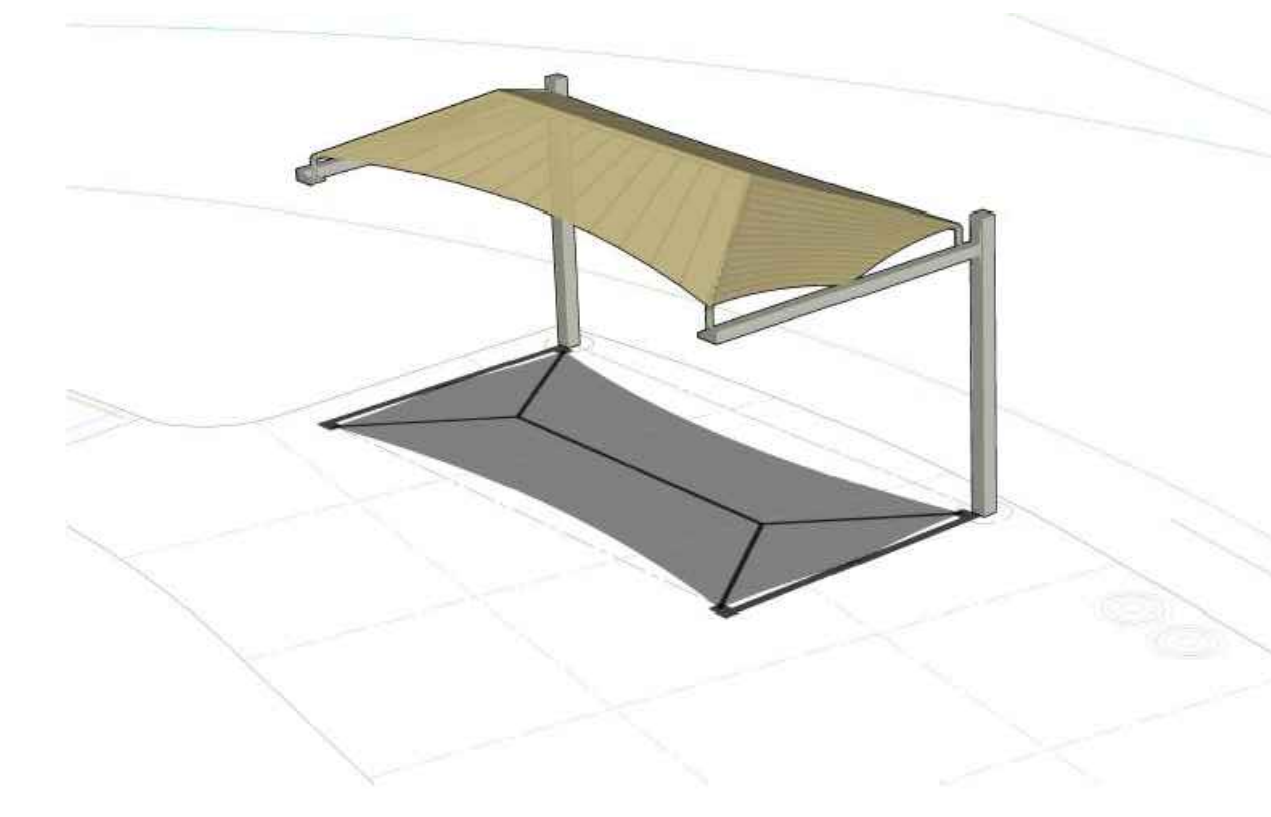
PLAN VIEW



FRONT ELEVATION VIEW



SIDE ELEVATION VIEW



PERSPECTIVE VIEW

- NOTE:
- THESE DRAWINGS ARE A PICTORIAL REPRESENTATION OF FABRIC AND STEEL ONLY. NONE OF THE REQUIRED ATTACHMENT OR CONNECTION DETAILS HAVE BEEN DEPICTED.
 - ALL DIMENSIONS AND HEIGHTS MUST BE FIELD VERIFIED PRIOR TO ANY FINAL DESIGN, FABRICATION, OR INSTALLATION WORK.

USA SHADE FULL CANTILEVER HIP SHADE STRUCTURE

1/4"=1'-0" 9

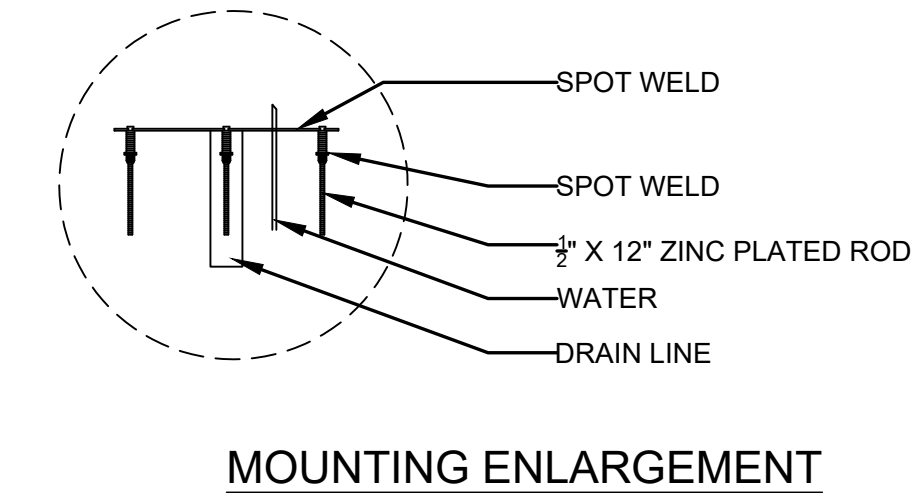
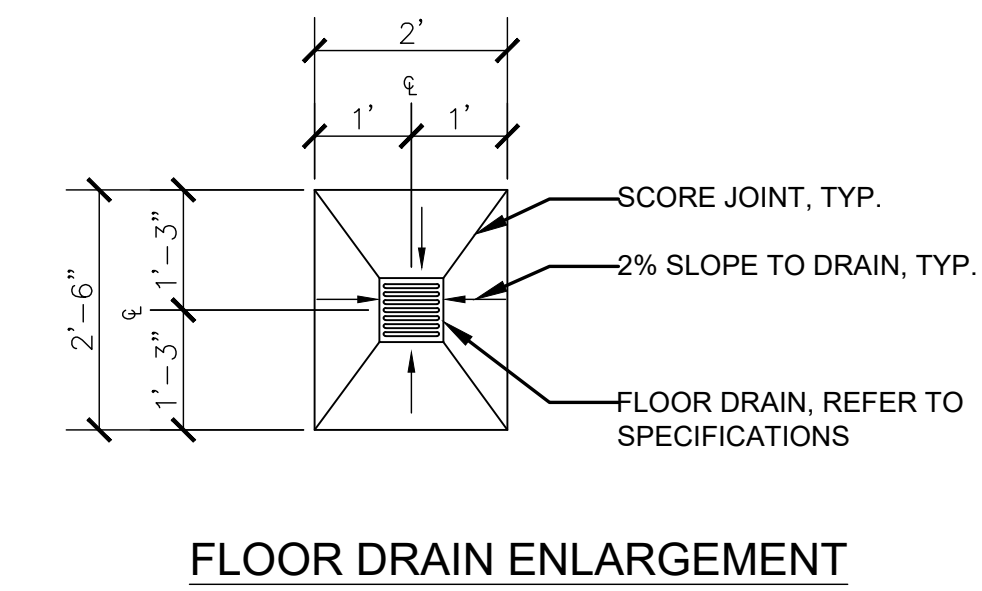
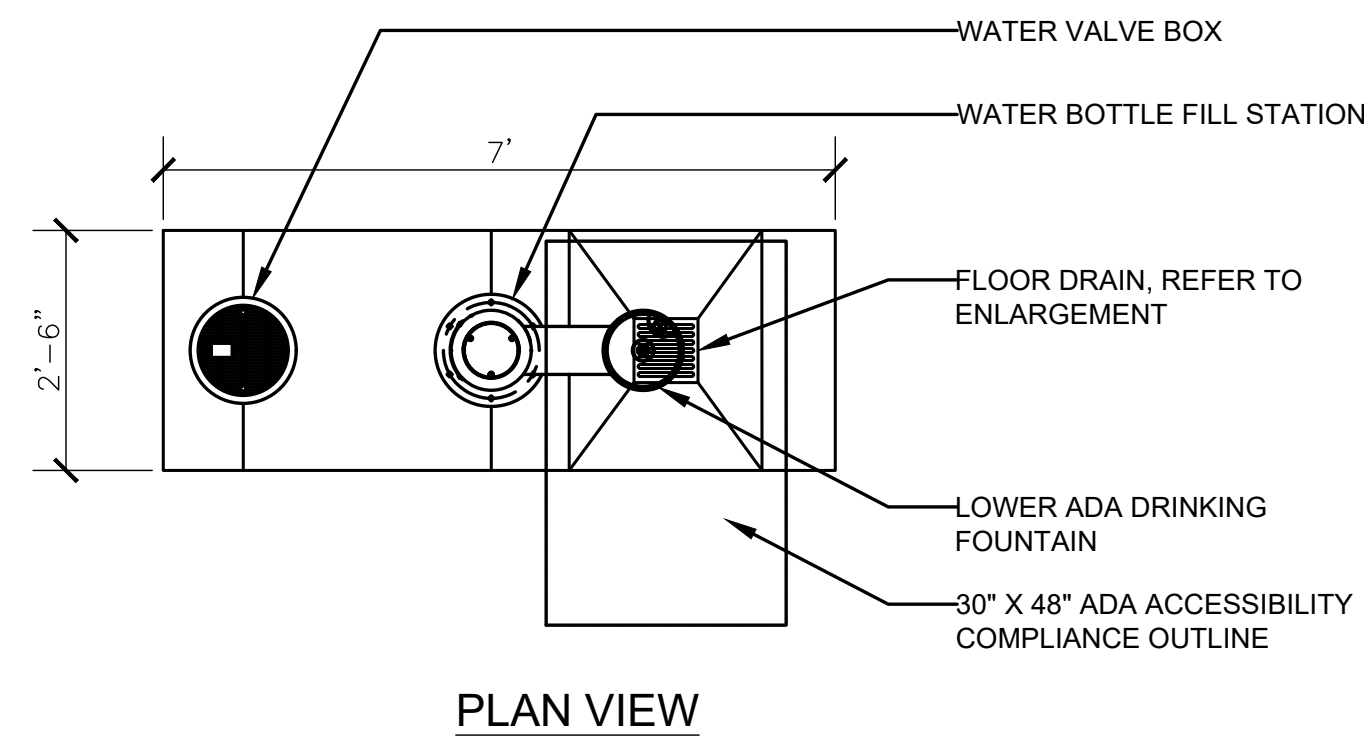
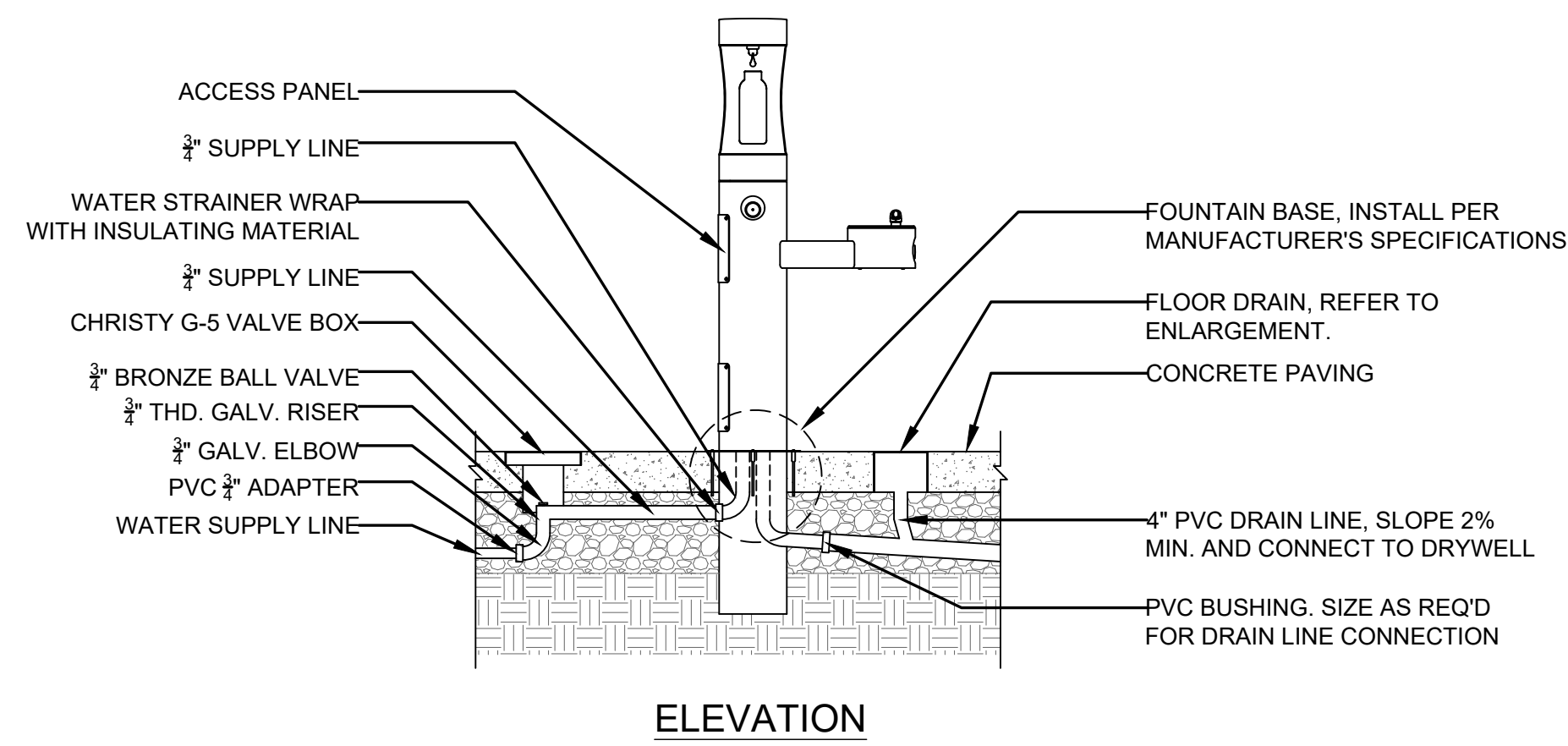
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WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
SITE DETAILS

SHEET NUMBER

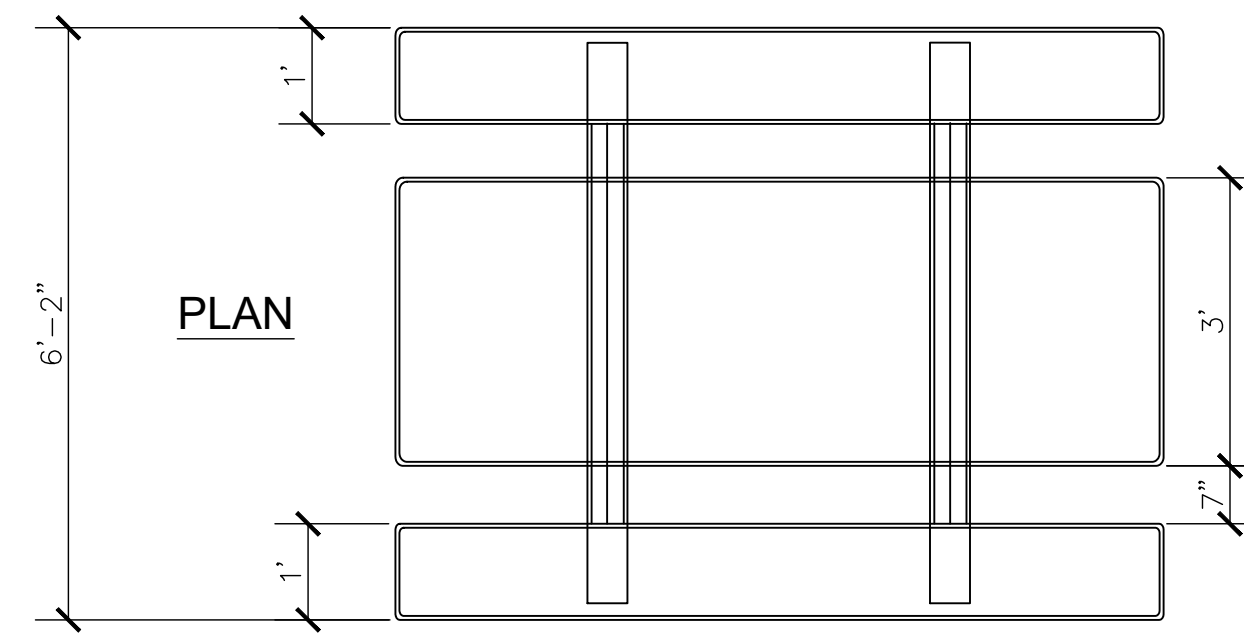
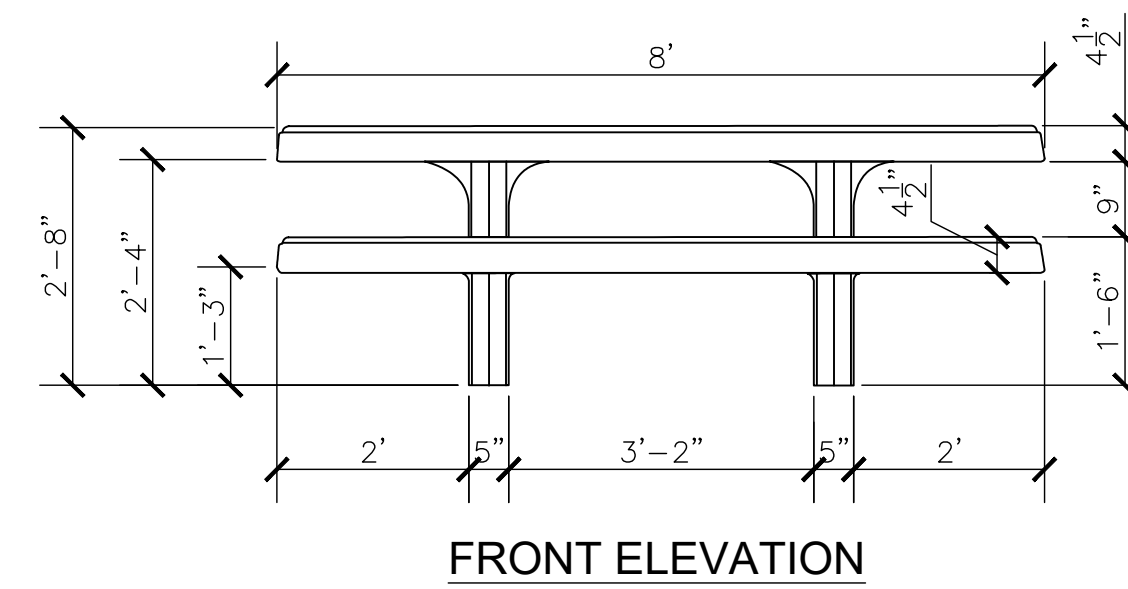
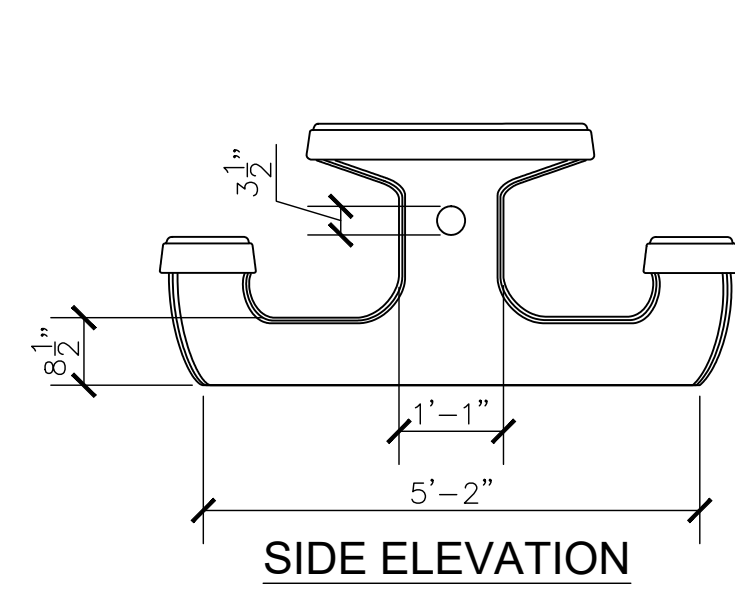
LS-9.1



- NOTE:**
1. MEETS ADA REGULATIONS. ALL DRINKING FOUNTAINS TO BE INSTALLED CLEAR OF ACCESSIBLE PATH OF TRAVEL.
 2. LOWER BOWL AND BOTTLE FILLER TO BE BUILT AT A FRONT APPROACH. CONTRACTOR TO COORDINATE WITH MANUFACTURER.
 3. 8"X8" FLOOR DRAIN, REFER TO SPECIFICATIONS.
 4. CONNECT 4" PVC PIPE FROM FLOOR DRAIN TO MAIN FOUNTAIN DRAIN LINE.
 5. MANUFACTURER - ELKAY OUTDOOR EZH20 BOTTLE STATION BI-LEVEL PEDESTAL, MODEL # LK4420BF1UPUR. SEE SPECIFICATIONS.
 6. DRINKING FOUNTAIN TO HAVE PURPLE FINISH. SEE MODEL NUMBER.

ELKAY OUTDOOR DRINKING FOUNTAIN

1/2"=1'-0" 10



WEIGHT: 2700 LBS
TEXTURE: SMOOTH
COLOR: ODC TIERRA
SEALER: NANO SEALER

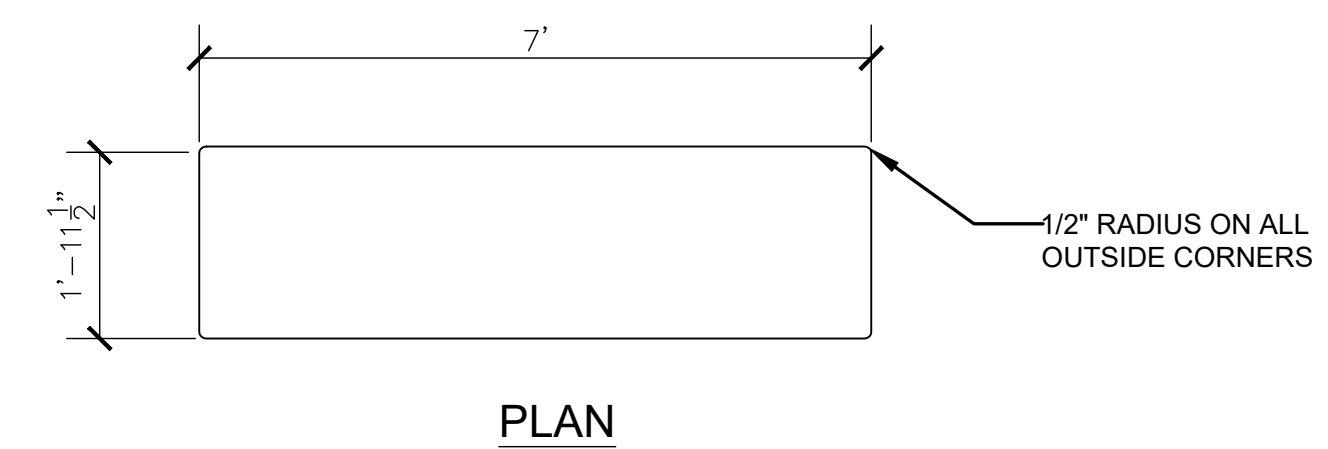
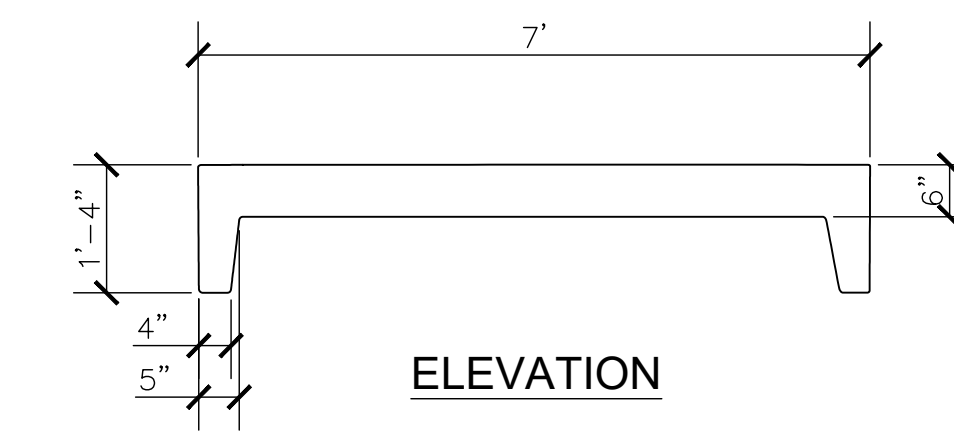
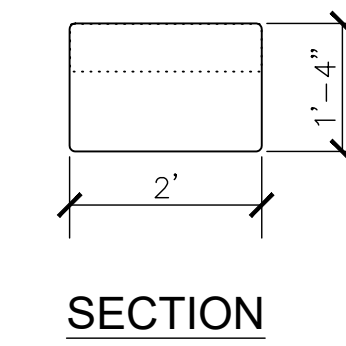
- NOTE:**
1. CONCRETE MIX DESIGN TO INCLUDE A MIXTURE OF PORTLAND CEMENT, WATER, COARSE AND FINE AGGREGATES, PURE MINERAL OXIDE COLORING AGENTS (WHEN APPLICABLE) TO YIELD A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI.
 2. FINAL PRODUCT SHALL BE REINFORCED WITH #4 AND #5 REBAR GRID.
 3. PRODUCT IS CAST IN 1-PIECE WITH NO ASSEMBLY REQUIRED.
 4. HAIRLINE CRACKS MAY DEVELOP OVER TIME. THESE ARE NOT STRUCTURAL FAILURES, BUT INHERENT CHARACTERISTICS OF THE MATERIAL ITSELF.
 5. AIR POCKETS ARE A COMMON OCCURRENCE IN PRECAST PRODUCTS. THE FREQUENCY AND SIZE OF AIR POCKETS ARE VARIABLE AND TO BE EXPECTED, ESPECIALLY ON VERTICAL SURFACES.
 6. CONCRETE CORNERS AND EDGES WILL CHIP IF NOT HANDLED ACCORDING TO GUIDELINES. PATCH KITS ARE AVAILABLE BUT MAY OR MAY NOT BLEND AND CAN BE VARIABLE.
 7. THERE IS A LEVEL OF CARE AND MAINTENANCE ASSOCIATED WITH YOUR PRODUCT AND IS THE RESPONSIBILITY OF THE END USER. CHOOSING THE RIGHT SEALER CAN HELP MINIMIZE THOSE COSTS.

OUTDOOR CREATIONS MODEL #111 CONCRETE PICNIC TABLE

1/2"=1'-0" 11



WEIGHT: 1100 LBS
TEXTURE: SMOOTH
COLOR: ODC TIERRA
SEALER: NANO SEALER

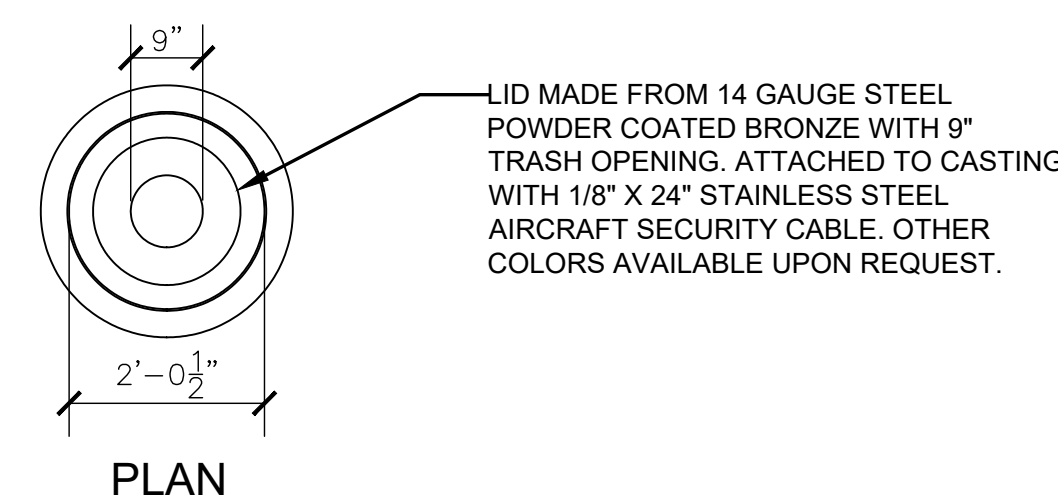
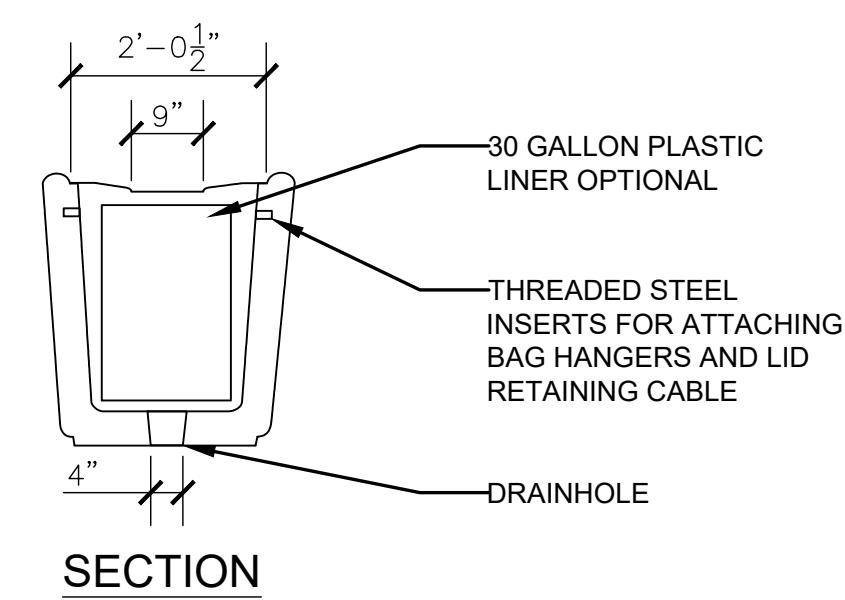
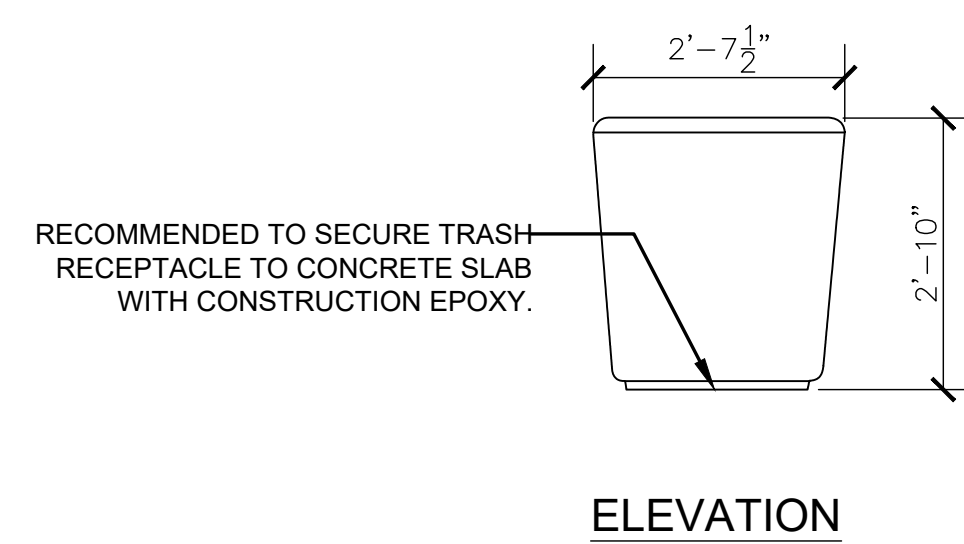


- NOTE:**
1. CONCRETE MIX DESIGN TO INCLUDE A MIXTURE OF PORTLAND CEMENT, WATER, COARSE AND FINE AGGREGATES, PURE MINERAL OXIDE COLORING AGENTS (WHEN APPLICABLE) TO YIELD A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI.
 2. FINAL PRODUCT SHALL BE REINFORCED WITH #4 AND #5 REBAR GRID.
 3. PRODUCT IS CAST IN 1-PIECE WITH NO ASSEMBLY REQUIRED.
 4. HAIRLINE CRACKS MAY DEVELOP OVER TIME. THESE ARE NOT STRUCTURAL FAILURES, BUT INHERENT CHARACTERISTICS OF THE MATERIAL ITSELF.
 5. AIR POCKETS ARE A COMMON OCCURRENCE IN PRECAST PRODUCTS. THE FREQUENCY AND SIZE OF AIR POCKETS ARE VARIABLE AND TO BE EXPECTED, ESPECIALLY ON VERTICAL SURFACES.
 6. CONCRETE CORNERS AND EDGES WILL CHIP IF NOT HANDLED ACCORDING TO GUIDELINES. PATCH KITS ARE AVAILABLE BUT MAY OR MAY NOT BLEND AND CAN BE VARIABLE.
 7. THERE IS A LEVEL OF CARE AND MAINTENANCE ASSOCIATED WITH YOUR PRODUCT AND IS THE RESPONSIBILITY OF THE END USER. CHOOSING THE RIGHT SEALER CAN HELP MINIMIZE THOSE COSTS.

- INSTALLATION RECOMMENDATIONS:**
1. BENCH REQUIRES EPOXY APPLIED TO COVER BOTTOM OF ENTIRE LEG.
 2. EPOXY ADHESIVE SHOULD BE CHECKED PERIODICALLY TO ENSURE CONTINUED ADHESION.
 3. BENCH MAY ALSO BE MECHANICALLY ATTACHED.

OUTDOOR CREATIONS MODEL #411 CONCRETE BENCH

1/2"=1'-0" 13



WEIGHT: 950 LBS
TEXTURE: SMOOTH
COLOR: ODC TIERRA
SEALER: NANO SEALER

- NOTE:**
1. CONCRETE MIX DESIGN TO INCLUDE A MIXTURE OF PORTLAND CEMENT, WATER, COARSE AND FINE AGGREGATES, PURE MINERAL OXIDE COLORING AGENTS (WHEN APPLICABLE) TO YIELD A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI.
 2. FINAL PRODUCT SHALL BE REINFORCED WITH #4 AND #5 REBAR GRID.
 3. PRODUCT IS CAST IN 1-PIECE WITH NO ASSEMBLY REQUIRED.
 4. HAIRLINE CRACKS MAY DEVELOP OVER TIME. THESE ARE NOT STRUCTURAL FAILURES, BUT INHERENT CHARACTERISTICS OF THE MATERIAL ITSELF.
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 7. THERE IS A LEVEL OF CARE AND MAINTENANCE ASSOCIATED WITH YOUR PRODUCT AND IS THE RESPONSIBILITY OF THE END USER. CHOOSING THE RIGHT SEALER CAN HELP MINIMIZE THOSE COSTS.

OUTDOOR CREATIONS MODEL #500 CONCRETE TRASH RECEPTACLE

1/2"=1'-0" 12

THE SKATEPARK PROJECT™

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**PROJECT: WATTS SKATE PARK
LOS ANGELES, CALIFORNIA**

SHEET TITLE: SITE DETAILS

SHEET NUMBER: LS-9.2

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E. 115TH ST.

S. WILMINGTON AVE.

IMPERIAL HWY

LEGEND

- P— P— PROPERTY LINE/R.O.W.
- SD— PROPOSED S.D.
- X—X— PROPOSED FENCE
- — — PROPOSED RET. WALL
- 250— EXISTING CONT. MAJOR
- 251— EXISTING CONT. MINOR
- 250— PROPOSED CONT. MAJOR
- 251— PROPOSED CONT. MINOR
- — — PROPOSED GRADING/DISTURBANCE LIMIT
- — — PROPOSED 6" THICK CONCRETE PAVEMENT, 4,000 PSI W/ #4 REINFORCEMENT @ 12" O.C.
- — — PROPOSED 6" THICK CONCRETE PAVEMENT, 4,000 PSI W/ #3 REINFORCEMENT @ 18" O.C.
- — — PROPOSED BIORETENTION AREA
- — — EXISTING ASPHALT PAVEMENT
- — — EXISTING CONCRETE PAVEMENT
- ATRIAM GRATE PER DETAIL A
- S— EXISTING SEWER LINE

PRELIMINARY EARTHWORK QUANTITIES:

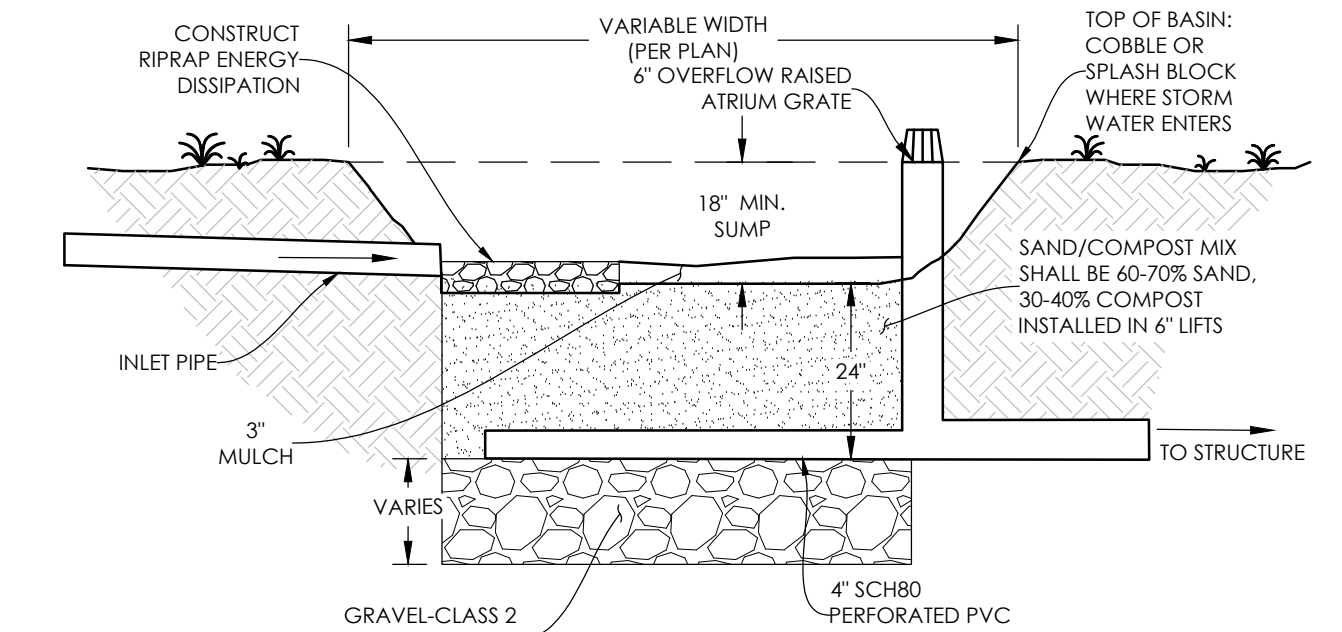
AREA OF DISTURBANCE 0.96 AC±
 RAW CUT: 120 CY
 RAW FILL: 400 CY

QUANTITY ESTIMATES ON THESE PLANS ARE TO BE USED FOR PERMIT PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL QUANTITIES FOR THE PURPOSE OF CONSTRUCTION.

THE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE BETWEEN THE PROPOSED ROUGH GRADE AND THE LIMITED TOPOGRAPHIC EXISTING GRADES. THESE ESTIMATES DO NOT MAKE CONSIDERATIONS FOR LOSSES OR BULKING DUE TO SHRINKAGE, SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THESE, IN ADDITION TO ACTUAL FIELD CONDITIONS, CONSTRUCTION TECHNIQUE AND THE FINAL RECOMMENDATIONS OF THE SOILS ENGINEER MAY SIGNIFICANTLY EFFECT THE FINAL IMPORT/EXPORT QUANTITIES.

CONSTRUCTION NOTES

- ① CONSTRUCT BIOFILTRATION BASIN PER DETAIL 'A', THIS SHEET
- ② CONSTRUCT CONCRETE SIDEWALK
- ③ CONSTRUCT 6" PVC SDR35 STORM DRAIN.
- ④ CONSTRUCT 3'X3' RIPRAP ENERGY DISSIPATION



A BIOFILTRATION DETAIL
SCALE: N.T.S.

rrm design group
 rrmdesign.com | (805) 543-1794
 3765 S. Higuera, San Luis Obispo, CA 93401

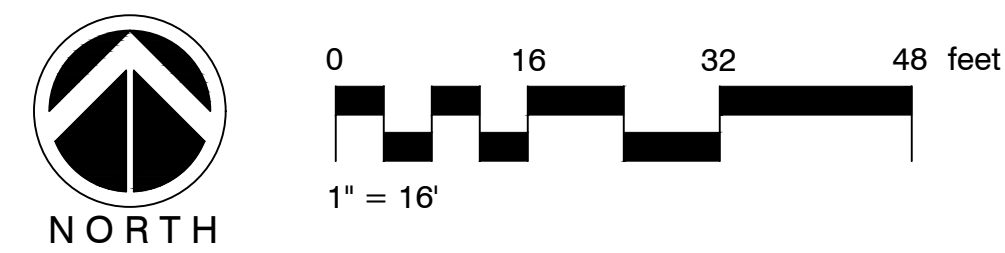
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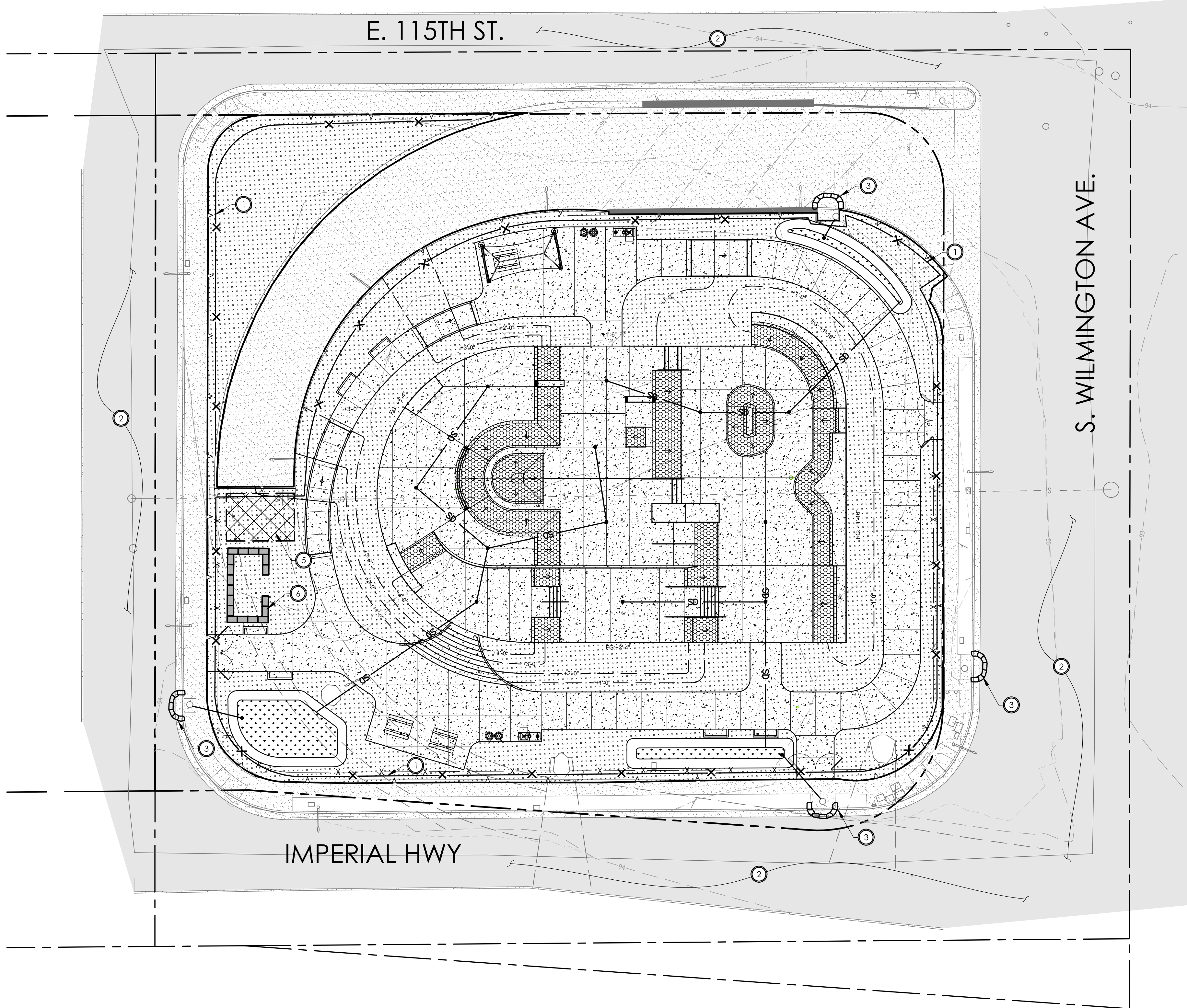
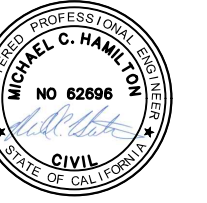
PROJECT:
 WATTS SKATE PARK
 LOS ANGELES, CALIFORNIA

SHEET TITLE:
 GRADING AND
 DRAINAGE PLAN

SHEET NUMBER

C-1.0

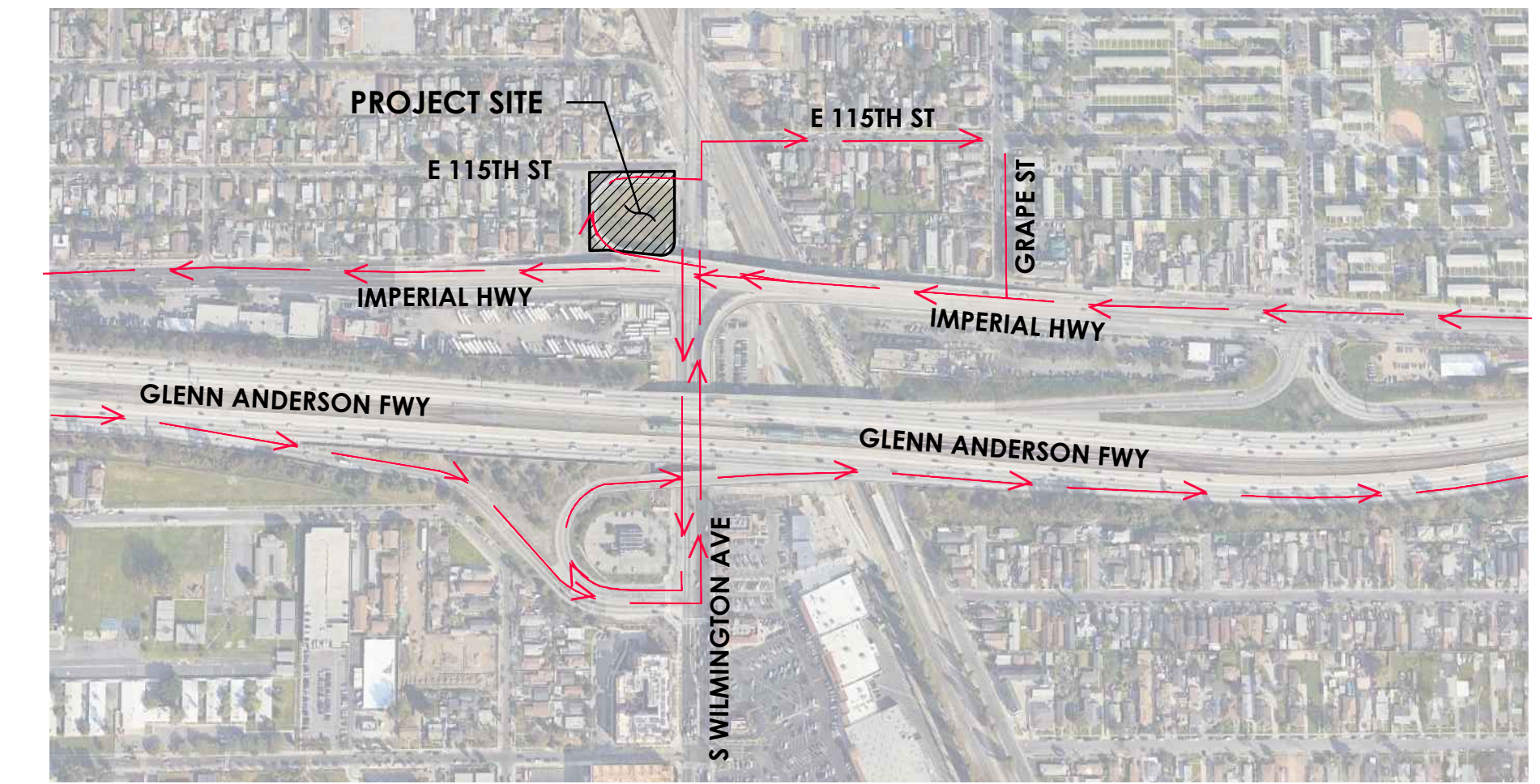




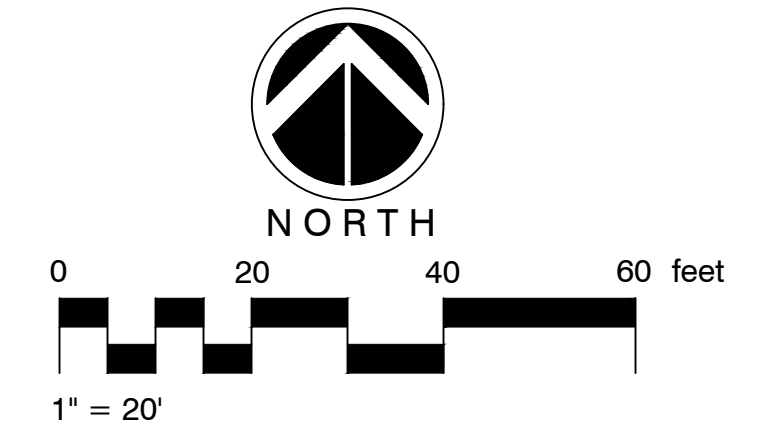
STORM WATER POLLUTION PREVENTION BMP'S

BMP#	NAME	SYMBOL
①	SE-1 SILT FENCE	—x—x—x—x—
②	SE-7 STREET SWEEPING & VACUUMING	~
③	SE-10 STORM DRAIN INLET PROTECTION	⤿
④	TC-1 STABILIZED CONSTRUCTION ENTRANCE	▨
⑤	WM-1 MATERIAL DELIVERY & STORAGE AREA CONSTRUCTION STAGING AREA	▩
⑥	WM-8 CONCRETE WASTE MANAGEMENT	⌈

* REFERS TO BMP DESIGNATION GIVEN IN THE CASQA STORMWATER BEST MANAGEMENT PRACTICE CONSTRUCTION HANDBOOK. SEE HANDBOOK FOR BMP DETAILS AND IMPLEMENTATION STRATEGIES.



CONSTRUCTION HAUL/DELIVERY ROUTE
SCALE: N.T.S.



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PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
EROSION AND SEDIMENT
CONTROL PLAN

SHEET NUMBER

C-2.0

CITY OF LOS ANGELES EROSION CONTROL NOTES:

DEPARTMENT OF PUBLIC WORKS
EROSION CONTROL NOTES

TEMPORARY EROSION CONTROL MEASURES EFFECTIVE DURING RAINY SEASON

OCTOBER 1 TO APRIL 15

- TEMPORARY EROSION CONTROL DEVICES SHOWN ON THE WVECP WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED AS AND WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES TO MEET "AS GRADED" CONDITIONS.
- ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET AREAS UPON STARTING OPERATIONS AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR.
- WHEN DIRECTED BY THE INSPECTOR, A 12-INCH BERM SHALL BE MAINTAINED ALONG THE TOP OF THE SLOPE OF THOSE FILLS ON WHICH GRADING IS NOT IN PROGRESS.
- PROVIDE VELOCITY CHECK DAMS ACROSS THE OUTLET OF ALL LOTS DRAINING INTO THE STREET.
- ALL FILLS SHALL BE GRADED TO PROMOTE DRAINAGE AWAY FROM THE EDGES OF THE FILL.
- ALL UTILITY TRENCHES SHALL BE BLOCKED AT THE PRESCRIBED INTERVALS FROM THE BOTTOM TO TOP WITH A DOUBLE ROW OF SANDBAGS PRIOR TO BACKFILL. STORM AND SEWER TRENCHES SHALL BE BLOCKED AT THE PRESCRIBED INTERVALS WITH A DOUBLE ROW OF SANDBAGS EXTENDING UPWARD, TO WITHIN TWO SANDBAGS FROM THE GRADED SURFACE OF THE STREET. SANDBAGS ARE TO BE PLACED WITH ALTERNATE HEADER AND STRETCHER COURSES. THE INTERVALS PRESCRIBED BETWEEN SANDBAG BLOCKING SHALL DEPEND ON THE SLOPE OF THE GROUND SURFACE, BUT NOT TO EXCEED THE FOLLOWING:

GRADE OF STREET	INTERVAL
LESS THAN 2%	AS REQUIRED
2% TO 4%	100 FEET
4% TO 10%	50 FEET
OVER 10%	25 FEET

- PROVIDE STANDARD "VELOCITY CHECK DAMS" AT ALL UNPAVED STREET AREAS AT THE INTERVALS INDICATED IN PARAGRAPH 6 ABOVE. VELOCITY CHECK DAMS MAY BE CONSTRUCTED OF SANDBAGS, TIMBER, OR OTHER EROSION RESISTANT MATERIAL APPROVED BY THE INSPECTOR AND SHALL EXTEND COMPLETELY ACROSS THE STREET OR CHANNEL AT RIGHT ANGLES TO THE CENTERLINE. EARTH DAMS MAY NOT BE USED AS "VELOCITY CHECK DAMS".
- PROVIDE STANDARD "VELOCITY CHECK DAMS" IN ALL UNPAVED GRADED CHANNELS AT THE INTERVALS INDICATED BELOW.

GRADE OF CHANNEL CHECK DAMS	INTERVALS BETWEEN
LESS THAN 3%	100 FEET
3% TO 6%	50 FEET
OVER 6%	25 FEET

- THE STANDARD "VELOCITY CHECK DAM" SHALL HAVE A MINIMUM HEIGHT OF 12-INCHES. VELOCITY CHECK DAMS ACROSS OUTLETS OF ALL LOTS SHALL HAVE A MINIMUM HEIGHT OF 18-INCHES. VELOCITY CHECK DAMS CONSTRUCTED WITH SANDBAGS THAT ARE 18-INCHES HIGH SHALL BE BUILT WITH A DOUBLE ROW.
- AFTER SEWER AND UTILITY TRENCHES ARE BACKFILLED AND COMPACTED, THE SURFACES OVER SUCH TRENCHES SHALL BE MOUNDING SLIGHTLY TO PREVENT CHANNELING OF WATER IN THE TRENCH AREA. CARE SHOULD BE EXERCISED TO PROVIDE FOR CROSS FLOW AT FREQUENT INTERVALS WHEN TRENCHES ARE NOT ON THE CENTERLINE OF A CROWNED STREET.
- EXCEPT AS OTHERWISE DIRECTED BY THE INSPECTOR, ALL DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE FORECAST OF RAIN PROBABILITY EXCEEDS 40% AND MAINTAINED DURING THE RAINY SEASON (OCTOBER 1 TO APRIL 15).
- AFTER EACH STORM, ALL "DESILTING BASINS" AND "VELOCITY CHECK DAMS" SHALL BE PUMPED DRY AND REMOVED OF ALL DEBRIS AND SILT WITHIN 24 HOURS AND RESTORED TO THEIR ORIGINAL CAPACITY.
- EROSION CONTROL DEVICES SHALL BE STOCKPILED IN PARKWAYS AT INTERVALS SHOWN ON THE WVECP. READY TO BE PLACED IN POSITION WHEN RAIN IS FORECASTED OR WHEN DIRECTED BY THE INSPECTOR.
- ALL CUT AND FILL SLOPES GREATER THAN 1 VERTICAL TO 3 HORIZONTAL SHALL BE COVERED WITH 10 MIL PLASTIC SHEETING HELD IN PLACE WITH SANDBAGS (UNLESS PLANTED OR HYDRO-SEEDED). BRUSH AND VEGETATIVE GROUND COVER MAY NOT BE REMOVED MORE THAN 10-FEET ABOVE FILLS DURING THE RAINY SEASON WHICH OCCURS BETWEEN OCTOBER 1 AND APRIL 15.

JOB ADDRESS:

OWNER: DEPT. OF REC. AND PARKS
NAME - CRAIG RAINES
ADDRESS - 221 N. FIGUEROA
FOURTH FLOOR STE. 400
LOS ANGELES, CA 90012
PHONE - 818-481-0662

24 HR. EMERGENCY CONTACT:

NAME -
ADDRESS -
PHONE -

FOR DESILTING BASINS:

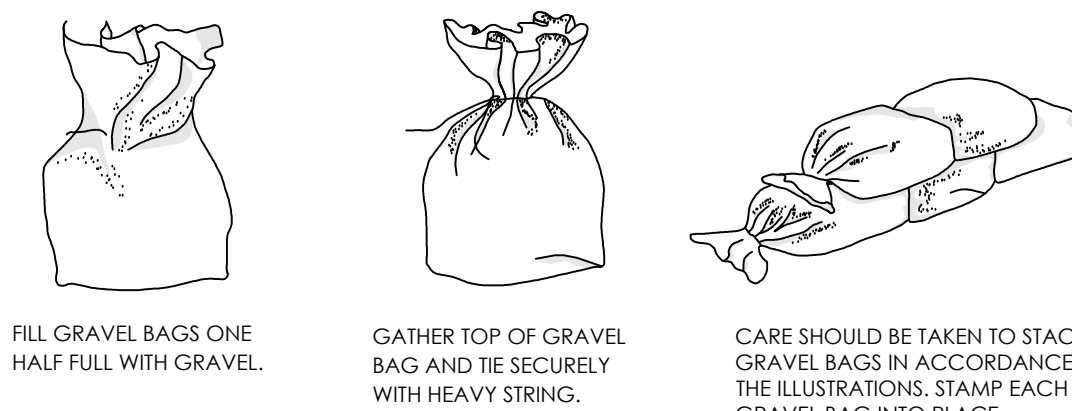
- ALL "DESILTING BASINS" BUILT ON LOTS ADJACENT TO DWELLINGS MUST BE COMPLETELY LINED WITH AC-2 OR GRANITE.
- SIZES OF "DESILTING BASINS" AND "WEIRS" SHALL BE SHOWN ON THE PLANS AND HAVE THE CAPACITY TO SERVICE THE AFFECTED WATERSHED.
- ALL SPILLWAYS FROM BASINS SHALL BE PAVED TO EXISTING PAVED STREETS, EXISTING STORM DRAIN CATCH BASINS OR OTHER APPROVED WATERCOURSES.
- RETENTION OR DESILTING BASINS MAY NOT BE REMOVED OR MADE INOPERATIVE WITHOUT PRIOR APPROVAL OF THE PUBLIC WORKS ENGINEER UNTIL ALL SURFACE IMPROVEMENTS HAVE BEEN COMPLETED.
- SEWER OR STORM DRAIN TRENCHES THAT ARE CUT THROUGH BASIN DIKES OR BASIN INLET DIKES SHALL BE PLUGGED WITH SANDBAGS FROM TOP OF PIPE TO TOP OF DIKE. SEWER LINES SHALL FIRST BE ENCASED IN CONCRETE BEFORE SANDBAGS ARE PLACED.
- "DESILTING" AND "RETENTION" BASINS SHALL BE CONSTRUCTED AS FOLLOWS:

- OUTLET AND APRON - (AS DESCRIBED ON BMP E5C56, "TEMPORARY SEDIMENT BASIN").
- DIKES:
 - SHALL BE COMPACTED TO 95% COMPACTION AND SHALL BE CONSTRUCTED UNDER THE DIRECT SUPERVISION OF THE PUBLIC WORKS EROSION CONTROL INSPECTOR.
 - THE PLACEMENT OF SPILLWAYS AND OUTLET PIPES SHALL BE AS FAR AS PRACTICABLE FROM INLETS.
 - BASIN WALLS SHALL NOT EXCEED 2:1 SLOPE.
- INLET TO BASIN:
 - WALLS SHALL BE PAVED WITH AC-3 OR CONSTRUCTED SANDBAG BERMS WHEN APPROVED BY THE PUBLIC WORKS EROSION CONTROL INSPECTOR.
 - SLOPE OF INLETS SHALL BE EQUAL TO OR MORE THAN THE SLOPE OF THE CARRYING SURFACE IMMEDIATELY ABOVE THE INLET TO AVOID "SILTING UP" OF THE INLETS.
- IF A GRAVITY PIPE IS IMPRACTICABLE, A STAND-BY PUMP SHALL BE PROVIDED FOR EACH DESILTING BASIN. A GUARD IS TO BE ON CONTINUOUS DUTY WHILE THE BASIN CONTAINS WATER.
- DESILTING BASINS REQUIRED FOR TEMPORARY EROSION CONTROL SHALL NOT BE PERMITTED IN THE STREET AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE PUBLIC WORKS ENGINEER.
- A "STANDBY EMERGENCY CREW" SHALL BE ALERTED BY THE DEVELOPER OR CONTRACTOR TO PERFORM EMERGENCY WORK DURING RAINSTORMS. THE PARTY TO BE CONTACTED IS:

OWNER:
TELEPHONE: [] - [] - []

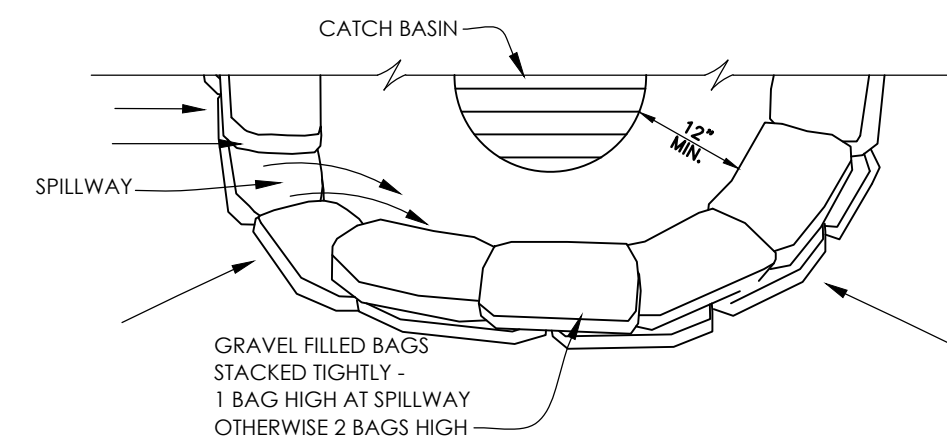
CONTRACTOR'S NOTES:

- CONTRACTOR SHALL PREVENT WATER CONTAMINATION DURING CONSTRUCTION BY IMPLEMENTING THE FOLLOWING CONSTRUCTION SITE MEASURES:
 - ALL ENTRANCES/EXITS TO THE CONSTRUCTION SITE SHALL BE STABILIZED USING METHODS DESIGNED TO REDUCE TRANSPORT OF SEDIMENT OFF SITE.
 - STABILIZING MEASURES MAY INCLUDE BUT ARE NOT LIMITED TO USE OF GRAVEL PADS, STEEL RUMBLE FLATES, TEMPORARY PAVING, ETC.
 - ANY SEDIMENT OR OTHER MATERIALS TRACKED OFF SITE SHALL BE REMOVED THE SAME DAY AS THEY ARE TRACKED USING DRY CLEANING METHODS.
 - ENTRANCES/EXITS SHALL BE MAINTAINED UNTIL GRADED AREAS HAVE BEEN STABILIZED BY STRUCTURES, LONG-TERM EROSION CONTROL MEASURES OR LANDSCAPING.
 - APPLY CONCRETE, ASPHALT, AND SEAL COAT ONLY DURING DRY WEATHER.
 - COVER STORM DRAINS AND MANHOLES WITHIN THE CONSTRUCTION AREA WHEN PAVING OR APPLYING SEAL COAT, SLURRY, FOG SEAL, ETC.
 - STORE, HANDLE AND DISPOSE OF CONSTRUCTION MATERIALS AND WASTE SUCH AS PAINT, MORTAR, CONCRETE SLURRY, FUELS, ETC., IN A MANNER WHICH MINIMIZES THE POTENTIAL FOR STORM WATER CONTAMINATION.
- WITHIN 30 DAYS OF COMPLETION OF GRADING ACTIVITIES, CONTRACTOR SHALL USE HYDRO-SEED, STRAW BLANKETS, GEOTEXTILE BINDING FABRICS OR OTHER P&D APPROVED METHODS AS NECESSARY TO HOLD SLOPE SOILS UNTIL LANDSCAPE VEGETATION IS ESTABLISHED. P&D MAY REQUIRE THE RESEEDING OF SURFACES GRADED FOR THE PLACEMENT OF STRUCTURES IF CONSTRUCTION DOES NOT COMMENCE WITHIN 30 DAYS OF GRADING.
- CONTRACTOR SHALL DESIGNATE A CONSTRUCTION EQUIPMENT FILLING AND STORAGE AREA(S) TO CONTAIN SPILLS, FACILITATE CLEAN-UP AND PROPER DISPOSAL AND PREVENT CONTAMINATION FROM DISCHARGING TO THE STORM DRAINS, STREET, DRAINAGE DITCHES, CREEKS, OR WETLANDS. THE AREAS SHALL BE NO LARGER THAN 50 X 30 FOOT UNLESS OTHERWISE APPROVED BY P&D AND SHALL BE LOCATED AT LEAST 100 FEET FROM ANY STORM DRAIN, WATER BODY OR SENSITIVE BIOLOGICAL RESOURCES.
- GRADING AND EROSION AND SEDIMENT CONTROL PLANS SHALL BE DESIGNED TO MINIMIZE EROSION DURING CONSTRUCTION AND SHALL BE IMPLEMENTED FOR THE DURATION OF THE GRADING PERIOD AND UNTIL RE-GRADED AREAS HAVE BEEN STABILIZED BY STRUCTURES, LONG-TERM EROSION CONTROL MEASURES OR PERMANENT LANDSCAPING.
- THESE MEASURES ARE REQUIRED FOR ALL PROJECTS INVOLVING EARTHMOVING ACTIVITIES REGARDLESS OF THE PROJECT SIZE OR DURATION. PROPER IMPLEMENTATION OF THESE MEASURES IS ASSUMED TO FULLY MITIGATE FUGITIVE DUST EMISSIONS. DURING CONSTRUCTION, USE WATER TRUCKS OR SPRINKLER SYSTEMS TO KEEP ALL AREAS OF VEHICLE MOVEMENT DAMP ENOUGH TO PREVENT DUST FROM LEAVING THE SITE. AT A MINIMUM, THIS SHOULD INCLUDE WETTING DOWN SUCH AREAS IN THE LATE MORNING AND AFTER WORK IS COMPLETED FOR THE DAY. INCREASED WATERING FREQUENCY SHOULD BE REQUIRED WHENEVER THE WIND SPEED EXCEEDS 15 MPH. RECLAIMED WATER SHOULD BE USED WHENEVER POSSIBLE. HOWEVER, RECLAIMED WATER SHOULD NOT BE USED IN OR AROUND CROPS FOR HUMAN CONSUMPTION. MINIMIZE AMOUNT OF DISTURBED AREA AND REDUCE ON SITE VEHICLE SPEEDS TO 15 MPH OR LESS, IF IMPORATION, EXPORTATION AND STOCKPILING OF FILL MATERIAL IS INVOLVED. SOIL STOCKPILED FOR MORE THAN TWO DAYS SHALL BE COVERED, KEPT MOIST, OR TREATED WITH SOIL BINDERS TO PREVENT DUST GENERATION. TRUCKS TRANSPORTING FILL MATERIAL TO AND FROM THE SITE SHALL BE TARPED FROM THE POINT OF ORIGIN. GRAVEL PADS SHALL BE INSTALLED AT ALL ACCESS POINTS TO PREVENT TRACKING OF MUD ONTO PUBLIC ROADS. AFTER CLEARING, GRADING, EARTH MOVING OR EXCAVATION IS COMPLETED, TREAT THE DISTURBED AREA BY WATERING, OR REVEGETATING, OR BY SPREADING SOIL BINDERS UNTIL THE AREA IS PAVED OR OTHERWISE DEVELOPED SO THAT DUST GENERATION WILL NOT OCCUR.
- THE CONTRACTOR OR BUILDER SHALL DESIGNATE A PERSON OR PERSONS TO MONITOR THE DUST CONTROL PROGRAM AND TO ORDER INCREASED WATERING, AS NECESSARY, TO PREVENT TRANSPORT OF DUST OFFSITE. THEIR DUTIES SHALL INCLUDE HOLIDAY AND WEEKEND PERIODS WHEN WORK MAY NOT BE IN PROGRESS. THE NAME AND TELEPHONE NUMBER OF SUCH PERSONS SHALL BE PROVIDED TO THE AIR POLLUTION CONTROL DISTRICT PRIOR TO LAND USE CLEARANCE FOR MAP RECORDATION AND LAND USE CLEARANCE FOR FINISH GRADING OF THE STRUCTURE.



GRAVEL BAG INSTALLATION

SCALE: N.T.S.



CATCH BASIN INLET SEDIMENT BARRIER

SCALE: N.T.S.



NOTES:

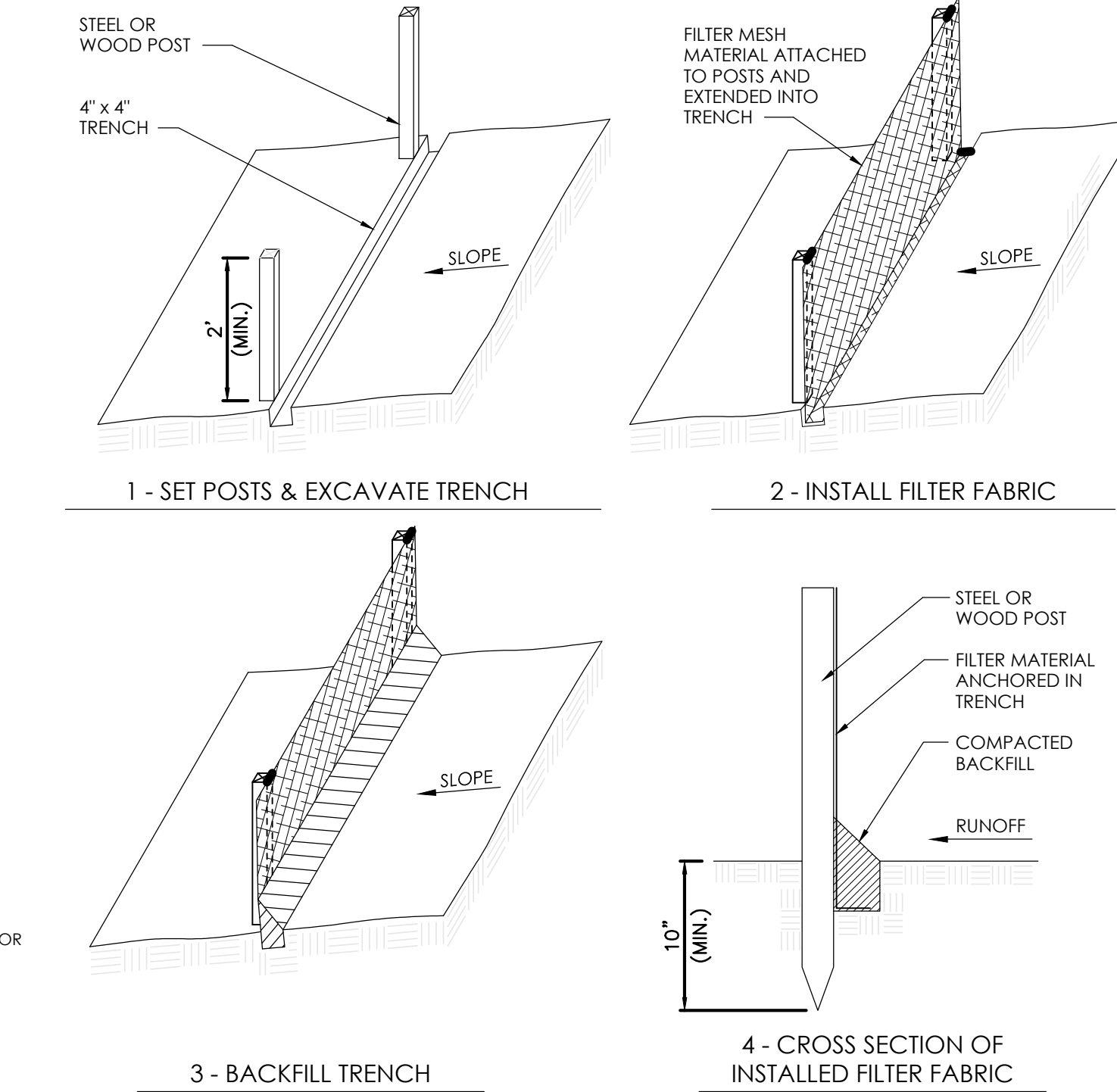
- ALL CONCRETE TRUCKS AND FINISHING TOOLS SHALL BE WASHED AT THE WASH OFF AREA.
- ALL CONCRETE WASTE COLLECTED IN WASH OFF AREA SHALL BE RECYCLED OR APPROPRIATELY DISPOSED OF OFF-SITE.
- LOCATION AND SIZE OF WASH-OFF AREA MAY BE ADJUSTED TO ACCOMMODATE SITE CONDITIONS.

TYPICAL CONCRETE WASH-OFF AREA SECTION

SCALE: N.T.S.

SILT FENCE INSTALLATION

N.T.S.



SILT FENCE CONSTRUCTION DETAIL

SCALE: N.T.S.

SITE SPECIFIC EROSION CONTROL NOTES:

- PERIMETER CONTROL BMP'S AND STABILIZED CONSTRUCTION ENTRANCES SHALL BE IN PLACE PRIOR TO ANY GROUND DISTURBANCE.
- THESE PLANS ARE INTENDED TO REPRESENT DIFFERENT PHASES DURING CONSTRUCTION. THE CONTRACTOR SHALL IMPLEMENT THE BMP'S SHOWN AND/OR ANY OTHER MEASURES NECESSARY DURING CONSTRUCTION TO BE IN COMPLIANCE WITH THE GENERAL PERMIT. IMPLEMENTATION OF THE BMP'S SHOWN ON THESE PLANS DO NOT RELIEVE THE OWNER OR HIS/HER REPRESENTATIVE FROM RESPONSIBILITY OF IMPLEMENTING ALL MEASURES NEEDED TO BE IN COMPLIANCE.
- THE CONTRACTOR SHALL USE CLASS II BASE FOR THE STABILIZED CONSTRUCTION ROADWAY OR ALTERNATE METHODS THAT ACHIEVE THE DESIRED RESULTS. THIS BMP SHALL BE IMPLEMENTED TO ALL BUILDING PADS PRIOR TO VERTICAL CONSTRUCTION, OR AS SOON AS PRACTICAL.
- THE CONTRACTOR MAY UTILIZE RUMBLE FLATES IN LIEU OF RIP RAP AT THE CONSTRUCTION ENTRANCES AS LONG AS THEY ACCOMPLISH THE DESIRED RESULTS.
- ANY SEDIMENTS TRACKED OFFSITE SHALL BE CLEANED DAILY BY MEANS OF MOBILE STREET SWEEPERS.
- ANY GRADED AREAS THAT ARE GOING TO SIT IDLE FOR MORE THAN TWO WEEKS, SHALL HAVE AN APPROPRIATE GROUND COVER BMP APPLIED.
- THE LOCATIONS SHOWN FOR THE EQUIPMENT AND MATERIAL DELIVERY STORAGE AREAS AND CONCRETE WASTE CLEANOUT MAY BE RELOCATED DURING CONSTRUCTION.

SILT FENCE NOTES:

CONSTRUCTION SPECIFICATIONS:

- THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES (0.9 M). STORAGE HEIGHT AND PONDING HEIGHT SHALL NEVER EXCEED 18 INCHES (0.5 M).
- THE FENCE LINE SHALL FOLLOW THE CONTOUR AS CLOSELY AS POSSIBLE. IF POSSIBLE, THE FILTER FABRIC SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID THE USE OF JOINTS.
- JOINTS, WHEN NECESSARY, SHALL BE SPICED ONLY AT A SUPPORT POST, WITH A MINIMUM 6 INCH (0.2 M) OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST.
- POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET (3.1 M) APART AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 12 INCHES (0.3M)). WHEN EXTRA-STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET (1.8 M).
- TURN THE ENDS OF THE FENCE UPHILL.
- A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES (101 MM) WIDE AND 6 INCHES (0.2 M) DEEP ALONG THE LINE OF POSTS AND UP-SLOPE FROM THE BARRIER.
- WHEN STANDARD-STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UP-SLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH (25.4 MM) LONG. TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES (51 MM) ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
- WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS.
- THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE TOE OF THE FILTER FABRIC.
- SILT FENCES PLACED AT THE TOE OF A SLOPE SHALL BE SET AT LEAST 6 FEET (1.8 M) FROM THE TOE IN ORDER TO INCREASE PONDING VOLUME.
- SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED AND ANY SEDIMENT STORED BEHIND THE SILT FENCE HAS BEEN REMOVED.



NO.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

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LOS ANGELES, CALIFORNIA

SHEET TITLE:
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CONTROL NOTES

SHEET NUMBER

C-2.1

PLANTING SPECIFICATIONS

MATERIALS

AMMONIUM PHOSPHATE

Shall be a standard agricultural grade of ammonium phosphate having guaranteed analysis of 16-20-0.

GYPSUM

Shall be agricultural grade.

HYDROSEED MULCH FIBER

Shall consist of virgin wood fiber of Aspen or Alder. It shall not contain any waste paper, newsprint or straw material. The mulch shall contain a green dye to facilitate application. Fiber shall be as manufactured by Conwed Co., (Green Tag), Silva-Fiber by Weyerhaeuser Co., or an approved equal, (212-1.2 (e)).

✓ ORGANIC AMENDMENT

Type 1 organic soil amendment shall be a relatively dry and friable fine-textured organic composite that is well-composted and nitrogen stabilized, derived primarily from composted greenwaste or processed wood products, and free of foreign matter including any viable plant, tree or weed seed. 99% of material shall pass through a 1/2" screen. Salinity: material shall have a maximum saturation extract conductivity of 2.50 millisiemens per centimeter.

Contractor shall submit a sample of the organic soil amendment to the Project Manager/BCA Inspector for approval prior to installation.

GRO-POWER PLUS - GENERAL PURPOSE FERTILIZER

Shall have a minimum analysis of 5-3-1 (N-P-K) derived from ammonium phosphate, urea, sulfate of potash, compost and sulfides and oxides of iron, manganese and zinc, with 1.00% Alkyl Naphthalene Sodium Sulfonate soil penetrant as manufactured by Gro-Power Inc., 5065 Telephone Avenue, Chino, CA 91710 (909) 393-3744, or an approved equal.

FERTILIZER TABLETS

Fertilizer tablets shall be Gro-Power planting tablets, 7 gram 12-8-8 (N-P-K) 20% HUMUS, 4% HUMIC ACIDS, 3.5% Sulfur, 2% Iron, Micronutrients, as manufactured by Gro-Power Inc., 5065 Telephone Avenue, Chino, CA 91710 (909) 393-3744, or an approved equal.

HYDROBLEND SOIL ACTIVATOR

Shall have a minimum analysis of 1.2-1.4-5, (N-P-K), derived from rock phosphate, peat moss, chicken manure, sulfate of potash, gypsum. As manufactured by Earth Works Inc., (888) 764-5296, or an approved equal.

Potassium sulfate

Shall be a standard agricultural grade of potassium sulfate having guaranteed analysis of 0-0-50.

HERBICIDE

Shall be an approved product per the City of Los Angeles standards

✓ TOP DRESSING MULCH

Shall be seasoned tree chip mulch, free all foreign matter including weed and tree seeds. Mulch chip size shall be minimum one (1) inch in diameter and not more than two (2) inches in diameter. Submit sample of mulch and source to the Project Manager or Inspector for approval prior to application.

PLANT MATERIALS:

a. **ALL PLANTS:** The plant names shown or listed on the Contract Drawings shall conform to the "Sunset Western Garden Book," latest edition unless otherwise specified. In all cases, botanical names take precedence over common names.

b. **QUALITY:** All plants shall have a growth habit normal to the species in accordance with U.S.A. Standards fore Nursery Stocks, latest editions; shall be sound, healthy, vigorous and free from insect pests, plant disease, sun scalds, fresh bark abrasions, excessive abrasions or other objectionable disfigurements. Tree trunks shall have normal well-developed branch systems, and vigorous and fibrous root system, not root bound and shall be free of kinked or girdling roots.

c. **TYPE AND SIZE:** Plant materials shall be as listed on the Contract Drawings, unless otherwise instructed by the Project Manager. In case of conflict between the plant schedule totals and total plant count of the contract documents, the Contractor shall the higher number of plants.

d. **DELIVERY OF PLANT MATERIAL:** shall begin only when it is ready for the work and after the inspections are made and any required soil samples and tests have been reviewed by the Project Manager. All materials furnished for the work shall be not less than the reviewed sample. Upon delivery, Contractor shall tag one plant of each variety for identifying purposes.

e. **PRUNING:** Other than normal side pruning during the growth period, no pruning shall be done prior to the inspection at the nursery.

f. **TREES:** All trees shall conform to types, sizes and heights noted on the Contract Drawings. All trees shall be measured for height from the root crown to the last division of the terminal leader and measured for the diameter 3 feet above the root crown. All palm trees shall be measured for height from the root crown to the brown trunk and measured for the diameter 3 feet above the root crown. Trees and plants shall stand erect without support.

All trees shall be staked as designated on the Contract Drawings. Wood tree stakes shall be 2 inches in diameter by 10 feet long, lodgepole grade, pressure treated, capable of standing in the ground at least two years.

METHODS

SITE PREPARATION

Areas of existing vegetation outside of recently graded areas: contractor shall completely remove all trees, shrubs, and misc. herbaceous vegetation (including surface roots, stumps, etc.) with the exception of any native or specimen trees and shrubs designated to remain by the City. Trees and shrubs designated to remain will be marked in the field by city staff at the time of construction, and will be protected in place during construction activities. If required, some of the existing vegetation to remain may need to be trimmed to comply with LAFD requirements at the Contractor's expense.

TOPSOIL PREPARATION - GENERAL

The type and thickness of topsoil shall be as shown on the plans. If not shown, the topsoil shall be the existing class "C" on-site topsoil. Topsoil shall be scarified and cultivated to a uniform, finely divided condition to a depth of 8 inches. Remove all stones over 1 inch in greatest dimension, to a depth of 6 inches below finish grade, (308-2.3.1). Prior to planting, the top 2 inches of all areas (including slopes) shall be free of weeds, stones and other deleterious matter 1 inch in diameter and larger. Soil shall not be worked when it is so wet or dry as to cause excessive compaction or the formation of large clods or dust.

TOPSOIL PREPARATION

If not otherwise specified in soil reports, all planting areas (see sheet L715) shall receive the following soil preparation:
3 cubic yards, Type I organic soil amendment per 1,000 sq. ft., (.003 CY/Sq.Ft.)
75 lbs per 1,000 sq.ft., (.075 Lbs./Sq.Ft.) GRO-Power
5 lbs. of aggregate gypsum, per 1,000 sq. ft., (.005 Lbs./Sq.Ft.)

The soil preparation materials shall be uniformly cultivated into the soil to a depth of 6 inches minimum and thoroughly watered, (308-2.3.1).

WEED ABATEMENT ("GROW AND KILL")

Weed abatement shall apply to all planting areas. The abatement operation shall be commenced only after demolition, grading, hardscape, construction, installation of irrigation system, soil preparation, and fine grading of turf and planting areas have been completed.

NOTE: It is required that herbicides be applied by a licensed **PEST CONTROL APPLICATOR.**

CONTRACTOR RESPONSIBILITY DURING WEED ABATEMENT OPERATION AND APPLICATION PRECAUTIONS

The Contractor shall abide by all laws and codes governing weed abatement operations including but not limited to CAL-OSHA requirements and The Healthy School Act which includes 72 hour notice to employees and patrons, submittal of a "Pest Control Recommendation Form" to RAP, and a completed and accurate MSDS (Material Safety Data Sheet) to be at the site of application. The area of application shall be posted as such and barricaded for public safety and information. On sites over ½ acre in size the contractor shall utilize a Project Manager approved plan of phasing the application.

The Contractor is responsible or any and all damage done to plant materials outside of the treatment area. Contractor shall replace, in kind and size, any plant material damaged or killed through the application of herbicide.

Any Contractor, who is obligated under contract with the Department for the construction or refurbishment of a park facility that involves the intended use of herbicides or other pesticides, must first notify the pest management supervisor of the Forestry Division (213) 485-3674.

Prior to any approved pesticide applications at any recreation/child care center, the contractor is also required to notify the recreation director-in-charge at least 72 hours in advance of the date/s of application. This is to conform to the State of California Healthy Schools Act of 2000(AB2260). Also, all pest control work performed at any facility should fall within the guidelines of the Department's IPM programs. In addition, each individual project will require a written recommendation by a licensed Pest Control Advisor for any pesticide application.

Any questions regarding pesticide application and procedures shall be directed to the City Project Manger/Inspector.

In addition to the afore listed responsibilities the following precautions shall be observed in handling and applying herbicide:

1. Before applying, Contractor shall read and understand all instructions provided by the manufacturer.
2. Product shall not be used when winds are gusty or in excess of 3 miles per hour, or when any other conditions exist, which would result in drift.
3. Avoid combinations of pressure and nozzle type or adjustment that result in mist.
4. Do not apply during rain, or if rain is forecast within twelve hours. If rain occurs within twelve hour period, material must be reapplied after plant growth has dried out.
5. Contractor shall observe extreme care not to allow spray to contact desirable plant material. Use cardboard, plywood, or other appropriate material to shield plant materials outside of the treatment area from overspray.
6. Do not apply to bare ground.
7. Do not add any other products to any herbicide mix, including spreader stickers or surfactants, unless required by the label directions and approved by the Department's Pest Control Advisor (PCA).

WEED ABATEMENT: GROW AND KILL METHOD

Contractor shall follow the "grow and kill" steps set forth below:

- Step 1. Clear site of all dead or living vegetative growth by hand or mechanical means.
- Step 2. Thoroughly water all turf and planting areas daily to keep soil evenly moist for a period of at least two weeks.
- Step 3. At the conclusion of the growth period, treat all plants within the treatment area with approved herbicide.
- Step 4. Do not water or otherwise disturb treated areas for a period of two (2) weeks.
- Step 5. After two week kill period, remove all dead plant growth. If any living plants are observed, entire plant, including roots, shall be removed by hand. Minimize physical disturbance of the soil.

WEED SUPPRESSION (NON-HERBICIDE WEED REMOVAL)

Weed suppression, shall apply to all turf and planting areas. The suppression operation shall be commenced only after removals, grading, hardscape construction, installation of irrigation system, soil preparation, and fine grading of planting areas have been completed. Contractor shall thoroughly water all planting areas for a period of two weeks minimum prior to commencing removal. Contractor shall clear site of all dead vegetation and living weeds by hand or mechanical means. All removed vegetation shall be properly disposed of off site.

✓ PLANT MATERIAL INSPECTION

All plant materials, including plants previously approved at the nursery, shall be inspected by the City Project Manager prior to planting. The Contractor shall be responsible for the condition of all plants, planted or otherwise, until final acceptance by the City and termination of maintenance period. Contractor shall be obligated to honor all requirements of warranty as indicated herein. Contractor shall perform planting with materials and equipment according to procedures favorable to the optimum growth of the plant. Do not plant during windy conditions. Except as noted for specimen planting, do not start planting operations until the completion of weed suppression and completion and acceptance of the irrigation system

Plant pits for all 1 gallon, 5 gallon, 15 gallon, and all boxed size trees, shall be twice the width and equal to the depth of the container rootball. Note that this requirement differs from the SSPWC (308-4.5).

PLANT PROTECTION AND STORAGE

Keep all plant materials delivered to the job site in a healthy condition for planting. Do not allow plants to dry out or suffer physical damage from other construction activities.

✓ PLANTING LAYOUT

Plant locations indicated on the Contract Drawings are approximate. Contractor shall make a detailed layout of plants, etc., in the planting areas and obtain approval of the Project Manager prior to actual planting operations. Plants may be re-spotted prior to planting as directed by the Project Manager without additional compensation to the Contractor.

Locate the first row of plants in areas designated for on center spacing at one-half the designated spacing from the edge of the area. Do not stretch the maximum specified spacing for each species shown on the plans.

PLANTING BACKFILL MIX

Unless specified otherwise or required by an agricultural suitability and fertility analysis, container plants shall be backfilled with thoroughly amended site soil per the following specification.

Unless otherwise specified, the backfill mix for all plants shall be 60% percent on site soil and 40% percent Type I organic soil amendment and 1 lb. of "Establish," general purpose fertilizer per gallon of container, or 1 lb. per each 4" of box size. "Broadleaf P-4" water holding polymer shall also be added to the backfill mix at the rate of 1 oz. per foot of rootball diameter.

Each plant pit shall also receive Gro-Power 7 gram 12-8-8 planting tablets as shown in the relevant planting details, and as follows:

- 1 gallon - 2 tablets
- 5 gallon - 5 tablets
- 15 gallon - 10 tablets
- 24" box - 15 tablets
- Specimen trees: 5 tablets per half inch of caliper at base, not less than 15.

Space tablets evenly around the perimeter of the rootball, approximately 3 inches below finish surface. After shrub or tree has been planted, water by hand to hydrate polymer. **Unless otherwise specified, planting tablets shall not be used with California native species.**

PLANTING

Make planting holes approximately square with vertical sides **no greater than** the depth of the plant container (or such depth as needed so that the root crown has the correct relationship to adjacent finished grade per the planting details) and approximately twice the width of the plant container or rootball and larger if necessary to permit handling and planting without injury to the root system. Install root barriers if/where indicated on the Contract Drawings in accordance with the details and/or the manufacturer's recommendations. Lightly scarify native soil at the bottom of planting holes.

Specimen Planting: When in close proximity to irrigation lines, plants in boxes (24 inches or larger) may be planted before installation of lateral irrigation lines. Re-rout irrigation lines in conflict with specimen plant locations to clear the rootball.

Do not plant plants with a broken or cracked rootball. Such plants shall be considered defective and rejected.

Open and remove plant containers in such a manner that the plant roots are not injured.

After "water settling" the bottom half of the planting hole, set the plant approximately in the center of the planting hole and adjust the root crown to the correct relationship to finish grade per the planting details. After the plant has been placed, additional backfill shall be added to the hole to cover approximately one-half the height of the rootball. At this stage, water shall be added to the top of the partly filled hole to thoroughly saturate the rootball and adjacent soil. The remainder of the hole shall be backfilled and watering repeated.

Prune or remove any broken or damaged minor limbs. Any major damage to plant material shall be brought to the attention of the Project Manager.

Immediately after planting, form a circular watering basin slightly larger than the planting hole: 6 inches high for trees and 3 inches high for shrubs. The bottom the basin shall be at the level of the surrounding finish grade.

Restore the area around the plants and watering basins to designated finish grade and dispose of excess soil.

After planting, plants shall be plumb, with the root crown at the correct relationship to finish grade per the planting details. All plants which settle more than 1 inch shall be raised by the Contractor to the correct level, as shown in the planting details, at no additional cost to the City.

Remove all watering basins around trees planted in lawn areas at the end of the maintenance period. All trees planted in lawn areas shall have a 36 inch diameter unplanted area around each tree.

MULCHING

All planting areas except lawn shall receive a minimum two (2) inch deep layer of Top Dressing Mulch per the Planting Plans and Planting Details and the Landscape Construction Notes Materials list. Mulch shall be spread evenly throughout planting beds and tree watering basins. Do not bury plant crowns.

✓ PLANT ESTABLISHMENT PERIOD

The Plant Establishment Period shall be the period of time that allows newly installed plant material to reach a state of maturity necessary to require minimal future maintenance. **Establishment period start date and length of time to be confirmed by City Project Manager.** Plant establishment period includes replacement of dead or damaged plant material; weed, rodent, and pest control; irrigation operation and repair; and other activities required to ensure the long-term survival of plant material.

The Contractor shall be responsible for maintenance within the area of work **throughout the period of construction and the plant establishment period.** Broken or vandalized trees, shrubs, or tree stakes shall be repaired/replaced to a condition as initially installed within seven (7) days of damage. The maintenance shall include continuous operations of picking up trash and emptying trash cans daily, watering, the removal of all weeds in planting areas and all broad leaf weeds in lawn areas, mowing, rolling, trimming, edging, cultivation, fertilization, spraying, control of pests, insects and rodents, reseeding, plant replacement (irrespective of cause), or any other operations necessary to assure normal plant growth and the collection and removal of all trash daily. The Contractor shall maintain the area of work at maximum seven (7) day intervals.

Trees and shrubs shall be healthy and vigorous at the completion of the plant establishment period. Any malfunctions of, or damage to, the irrigation system caused by the Contractor in the prosecution of his work shall be repaired within 24 hours.

PLANTING NOTES

1. CONTRACTOR SHALL SUBMIT LABELED REPRESENTATIVE PHOTOS OF ALL PLANT MATERIAL, TREES AND GROUNDCOVERS. PHOTOS SHALL BE OF THE SPECIFIED CONTAINER SIZE. PHOTOS SHALL BE SUBMITTED AS A COMPLETE SUBMITTAL PACKAGE FOR REVIEW AND APPROVAL. INCLUDE PHOTOS OF ANY PROPOSED SUBSTITUTES, CLEARLY LABELED.

2. ALL PLANTED AREAS SHALL BE CONTINUOUSLY MAINTAINED IN A HEALTHY, GROWING CONDITION. SHALL RECEIVE REGULAR PRUNING, FERTILIZING, MOWING, AND TRIMMING, AND SHALL BE KEPT FREE OF WEEDS AND DEBRIS BY THE OWNER OR PERSON IN POSSESSION OF SUCH AREAS, ANY DAMAGED, DEAD OR DECAIVING PLANT MATERIAL SHALL BE REPLACED WITHIN THIRTY (30) DAYS FROM THE DATE OF DAMAGE.

3. CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL PLANT MATERIAL AS SHOWN ON THE DRAWINGS AND AS DESCRIBED IN THE SPECIFICATIONS.

4. PLANTING PLANS ARE DIAGRAMMATIC AND PLANT SCHEDULE ON THE DRAWINGS SHALL BE USED AS A GUIDE ONLY. CONTRACTOR SHALL TAKEOFF AND VERIFY SIZES AND QUANTITIES BY PLAN CHECK. NOTIFY PROJECT LANDSCAPE ARCHITECT OF ANY MAJOR DISCREPANCIES.

5. ALL STRUCTURAL AND HARDSCAPE IMPROVEMENTS SHALL BE CONSTRUCTED AND FINISHED AHEAD OF PLANTING UNLESS DESIGNATED OTHERWISE ON THE DRAWINGS.

6. ADJUST PLANT MATERIAL AS NECESSARY AROUND UTILITY LOCATIONS. NOTIFY LANDSCAPE ARCHITECT OF ANY MAJOR CONFLICTS OR NECESSARY ADJUSTMENTS.

7. ALL WORK ON THE IRRIGATION SYSTEM INCLUDING OPERATIONAL TESTS, AND BACKFILLING OF TRENCHES SHALL BE COMPLETED AHEAD OF PLANTING.

8. LOCATIONS OF ALL PLANT MATERIAL SHALL BE REVIEWED ON SITE BY LANDSCAPE ARCHITECT PRIOR TO PLANTING. OWNER OR LANDSCAPE ARCHITECT RESERVES THE RIGHT TO MAKE ANY ADJUSTMENTS, SUBSTITUTIONS, ADDITIONS, AND DELETIONS TO THE PLANT LAYOUT AS WORK PROGRESSES.

9. ALL GROUNDCOVER SHALL BE TRIANGULARLY SPACED, UNLESS OTHERWISE NOTED.

10. TREES SHALL BE INSTALLED NO CLOSER THAN TEN (10) FEET FROM UTILITIES.

11. TREES TO BE PLANTED WITHIN FIVE (5) FEET OF HARDSCAPE, UTILITIES, WALLS, OR STRUCTURES SHALL BE INSTALLED WITH A ROOT BARRIER.

12. ALL PLANTING AREAS TO RECEIVE 3" THICK LAYER OF CITY OF LOS ANGELES TOPGRO MULCH.

13. REFER TO PLANTING DETAILS FOR ADDITIONAL INFORMATION.

14. ALL PLANTERS TO BE FILL DIRT SEE SPECIFICATIONS.

SOIL TESTING

PROVIDE THREE (3) SAMPLES FOR SOIL TESTING AT EMPTY TREE WELLS. PROVIDE "SOIL MANAGEMENT REPORT" AND AMEND AND PREPARE SOIL ACCORDING TO RECOMMENDATIONS. SOIL AMENDMENTS AND PREPARATION SHALL CONFORM TO STATE AB1881 AND LOCAL WATER EFFICIENT LANDSCAPE ORDINANCES.

INCORPORATE ORGANIC MATERIAL INTO THE TOP 6-12 INCHES OF SOIL TO BRING THE TOTAL SOIL ORGANIC MATTER CONTENT TO 3.5% FOR TURF AREAS AND 5% FOR PLANTING BEDS.

FOR SOILS LESS THAN 4% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

IRRIGATION DESIGN STATEMENT

1. THE PLANT PALETTE IS COMPRISED OF SPECIES KNOWN TO SURVIVE IN THE LOCAL CLIMATE AND SOIL CONDITIONS. THE PROPOSED PLANT MATERIAL OUTSIDE OF AREAS ALLOCATED FOR RECREATIONAL USE WILL REQUIRE LOW TO VERY LOW WATER ONCE ESTABLISHED. THIS PLANT PALETTE HAS BEEN DESIGNED TO MEET OR EXCEED THE STATE AND LOCAL STANDARDS FOR WATER CONSERVATION.

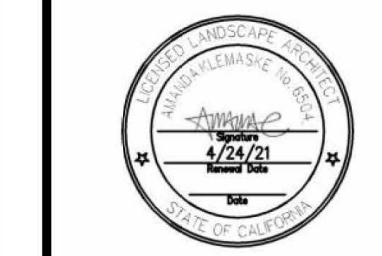
2. CONTRACTOR SHALL PROVIDE REQUIRED PLANS, SPECS AND DETAILS FOR IRRIGATION SYSTEM IN COMPLIANCE WITH THE CRITERIA OF THE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELOW) AND APPLY THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.

3. CONTRACTOR MUST PROVIDE WATER BUDGET CALCULATIONS (MAWA) AND (ETWU).

4. AT THE TIME OF PROJECT COMPLETION, CONTRACTOR MUST PROVIDE A THIRD PARTY INSPECTION OF THE IRRIGATION PLAN AND COMPLETE A CERTIFICATE OF COMPLETION TO PROVIDE TO THE OWNER.



rrm design group
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PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
PLANTING
SPECIFICATIONS/NOTES

SHEET NUMBER

L-1.00



NO.	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
PLANTING PLAN

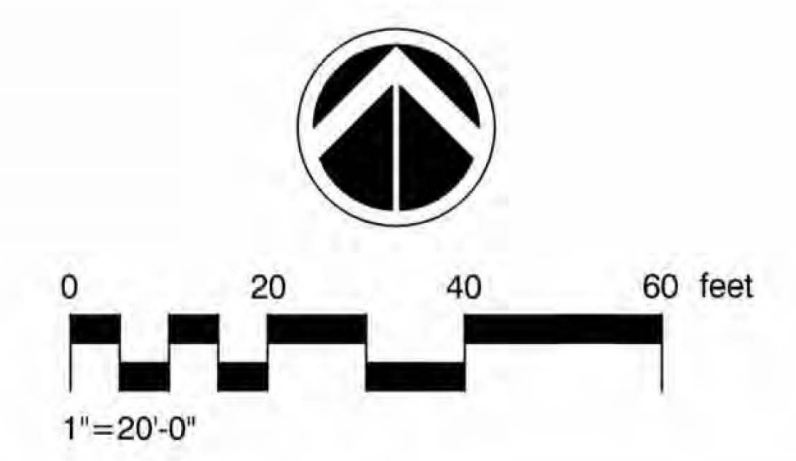
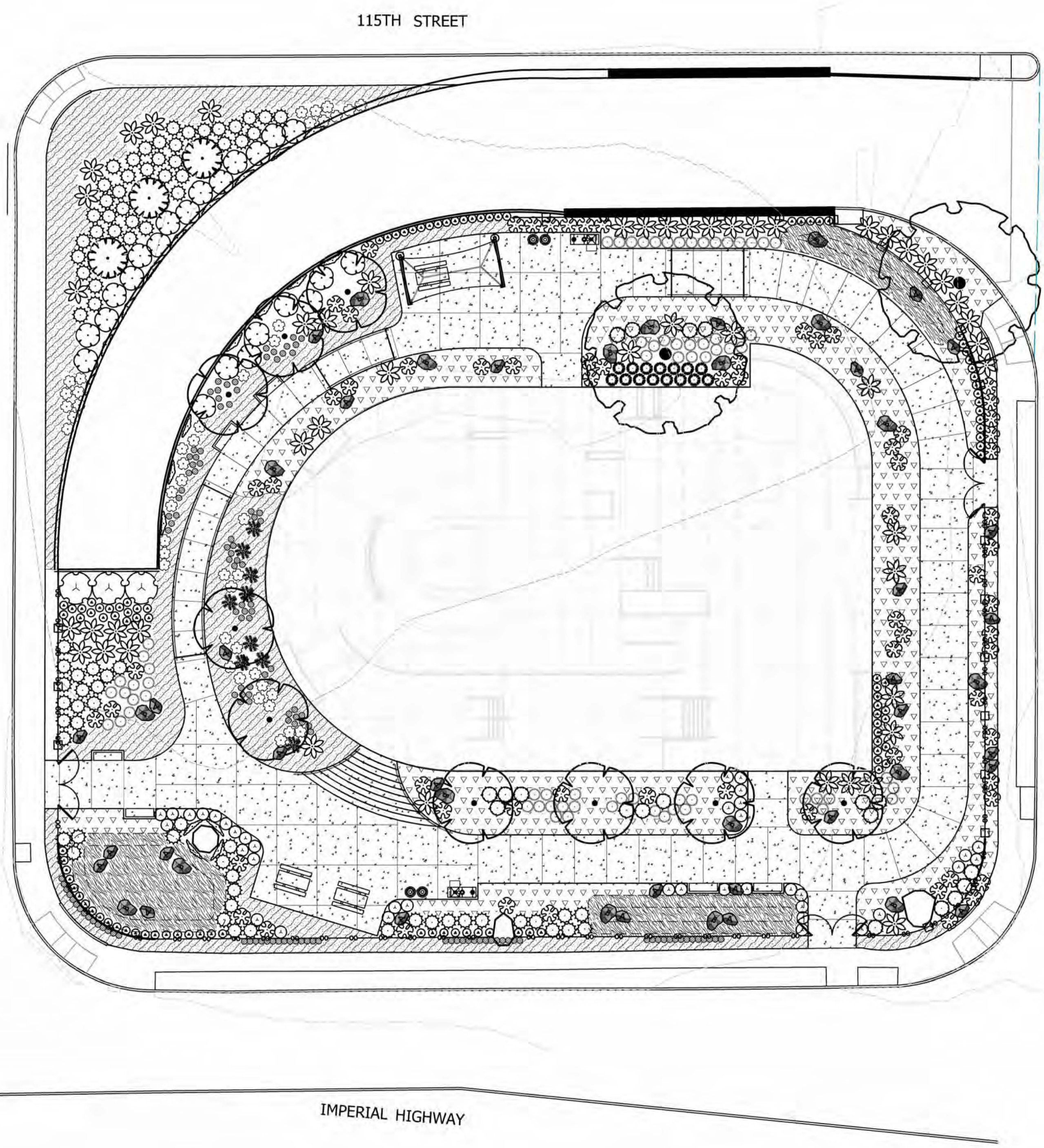
SHEET NUMBER

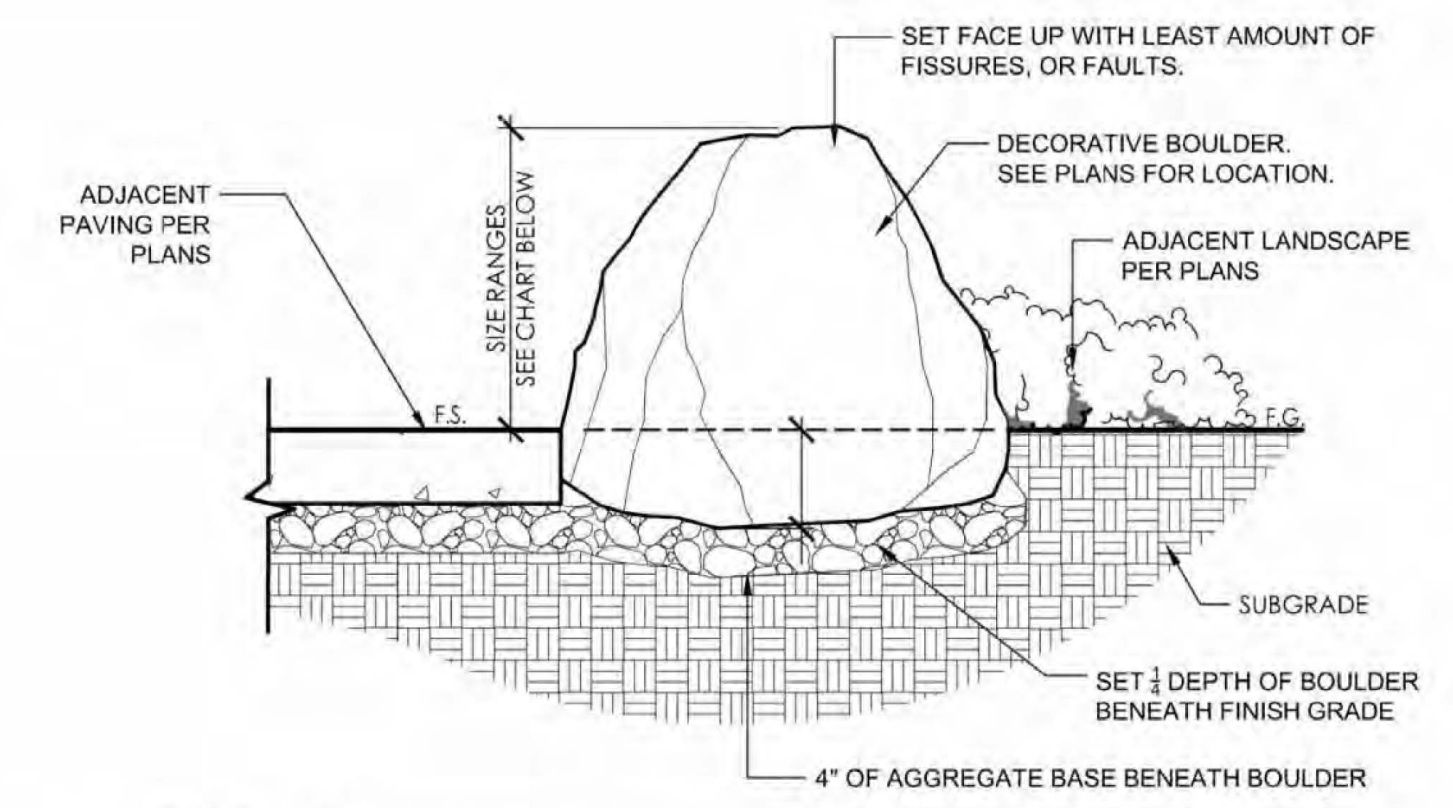
L-1.01

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	DETAIL	
	3	CORDYLINE AUSTRALIS	GRASS PALM	8" BTH	L-1.02/G	
	2	QUERCUS BUCKLEYI	BUCKLEY OAK	36" BOX MINIMUM	L-1.02/A&B	
	9	X CHITALPA TASHKENTENSIS	CHITALPA	24" BOX	L-1.02/A&B	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	DETAIL	
	45	ACANTHUS MOLLIS	BEAR'S BREECH	5 GAL	L-1.02/C	
	50	AGAVE ATTENUATA	FOXTAIL AGAVE	5 GAL	L-1.02/C	
	70	AGAVE ATTENUATA 'VARIEGATA'	VARIEGATED AGAVE	5 GAL	L-1.02/C	
	69	BOUTELOUA GRACILIS	BLUE GRAMA GRASS	1 GAL	L-1.02/C	
	102	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	5 GAL	L-1.02/C	
	128	DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED FLAX LILY	1 GAL	L-1.02/C	
	15	FESTUCA GLAUCA	BLUE FESCUE	1 GAL	L-1.02/C	
	81	LOMANDRA LONGIFOLIA 'BREEZE' TM	BREEZE MAT RUSH	5 GAL	L-1.02/C	
	3	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	15 GAL	L-1.02/C	
	21	SALVIA APIANA	WHITE SAGE	5 GAL	L-1.02/C	
	23	TECOMARIA CAPENSIS	CAPE HONEYSUCKLE	10 GAL	L-1.02/C	
	40	VERBENA LILACINA 'DE LA MINA'	DE LA MINA LILAC VERBENA	1 GAL	L-1.02/C	
	9	ZAMIA FURFURACEA	CARDBOARD PALM	5 GAL	L-1.02/C	
VINE	QTY	BOTANICAL NAME	COMMON NAME	CONT	DETAIL	
	20	TECOMARIA CAPENSIS	CAPE HONEYSUCKLE	10 GAL	L-1.02/E	
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	DETAIL
	1,341	BACCHARIS PILULARIS	COYOTE BRUSH	FLAT	24" o.c.	L-1.02/D
	393	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL	24" o.c.	L-1.02/D
	443	MYOPORUM PARVIFOLIUM	TRAILING MYOPORUM	4" POT	36" o.c.	L-1.02/D

LANDSCAPE BOULDERS: REDDISH-TAN IN COLOR, APACHE SUNSET OR EQUAL. PROVIDE PHOTOS FOR LANDSCAPE ARCHITECT APPROVAL
- A: 18"-24" DIA.
- B: 24"-36" DIA. DETAIL
L-1.02/F

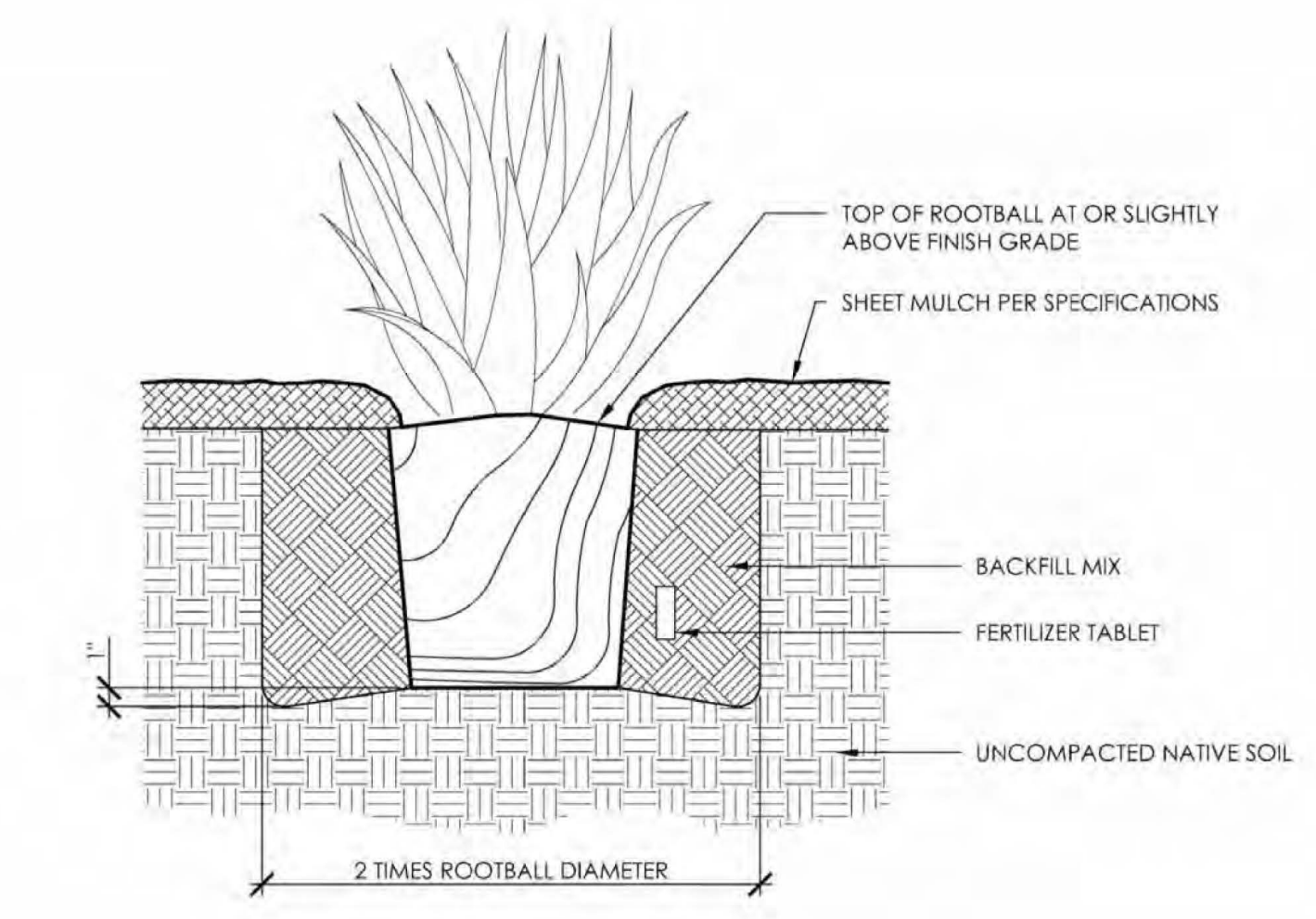




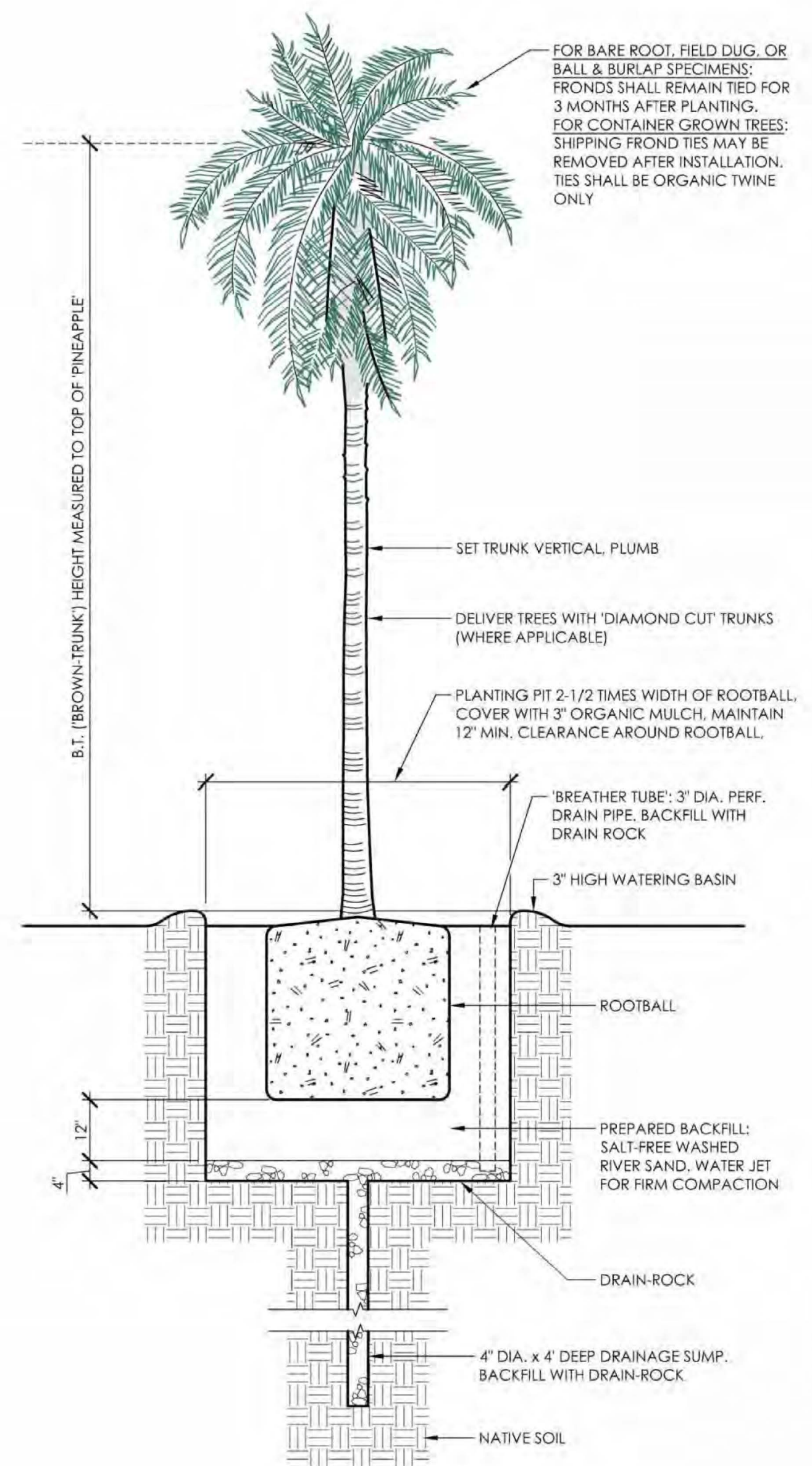
BOULDER SIZING:
PROVIDE QUANTITIES OF BOULDERS PER QUANTITIES SHOWN ON PLANS. APPROXIMATE SIZE OF BOULDERS:
SIZE A: 18"-24"Ø
SIZE B: 24"-36"Ø

- NOTES:**
A. PROVIDE TYPICAL PHOTOGRAPHS OF BOULDERS FOR APPROVAL FROM AUTHORIZED REPRESENTATIVE PRIOR TO PURCHASING
B. SEE CONSTRUCTION PLANS FOR SURROUNDING PAVING TYPE.

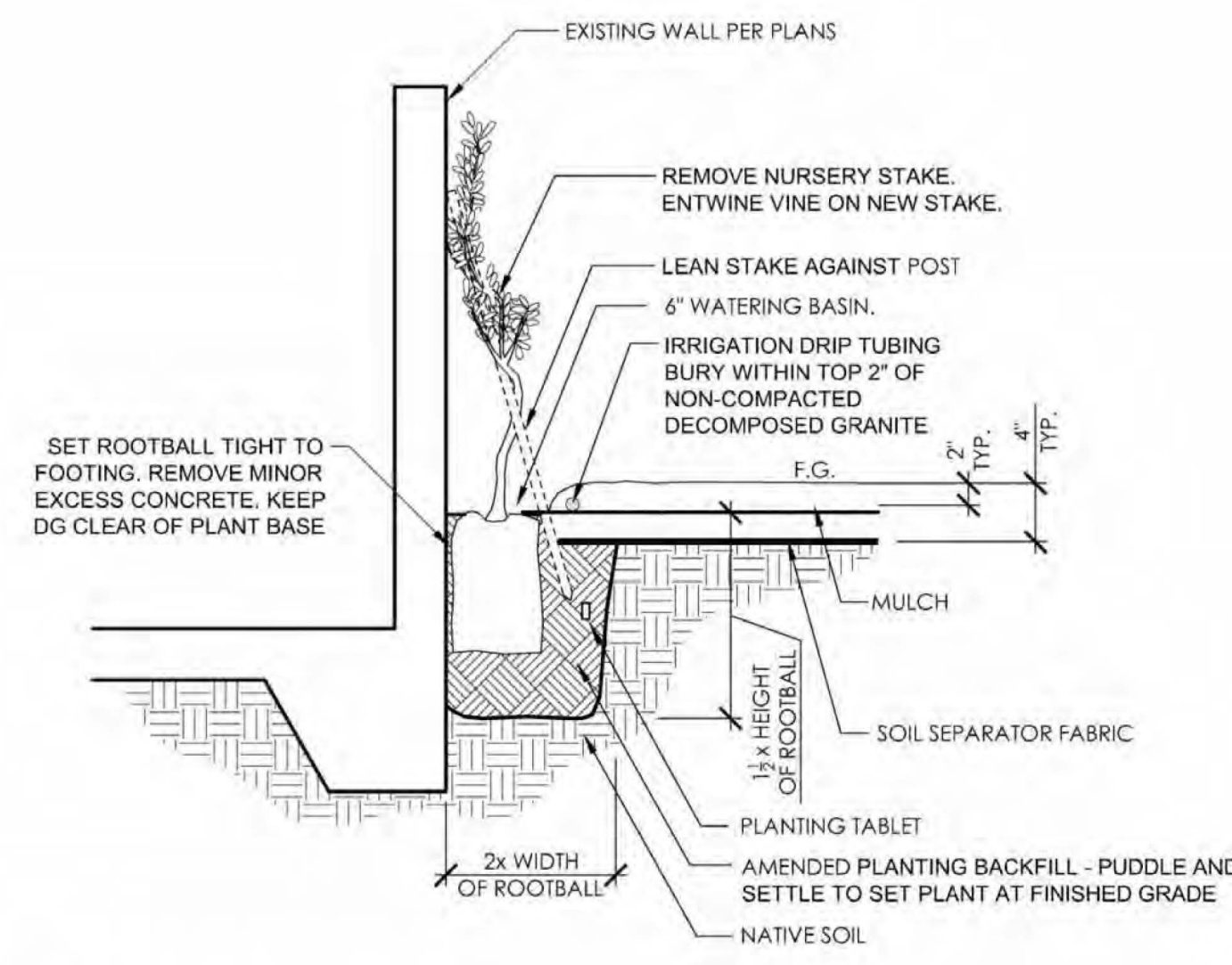
F BOULDER INSTALLATION
3/4" = 1'-0" RRM-WA-44



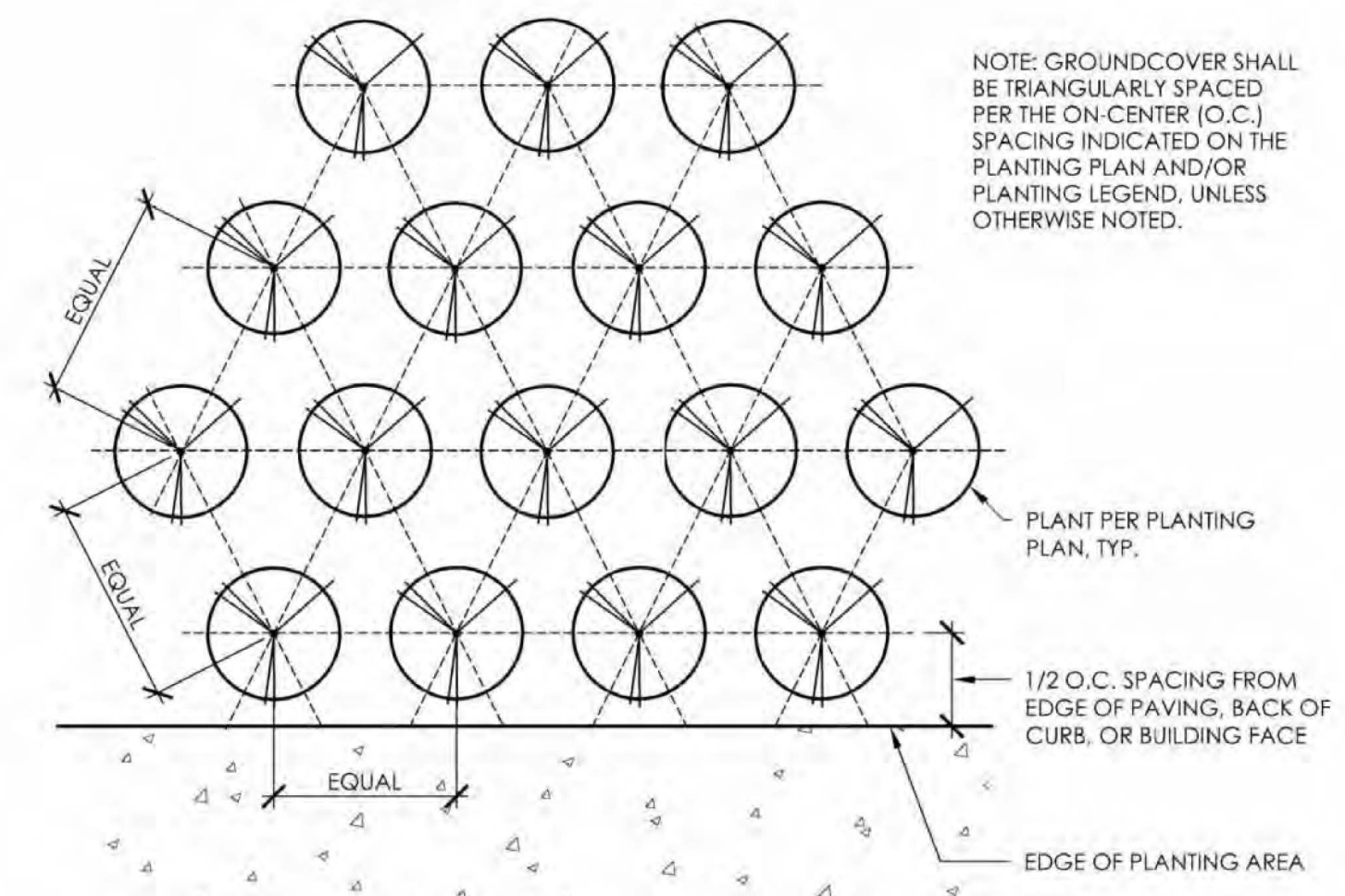
C SHRUB PLANTING
1 1/2" = 1'-0" RRM-WA-32



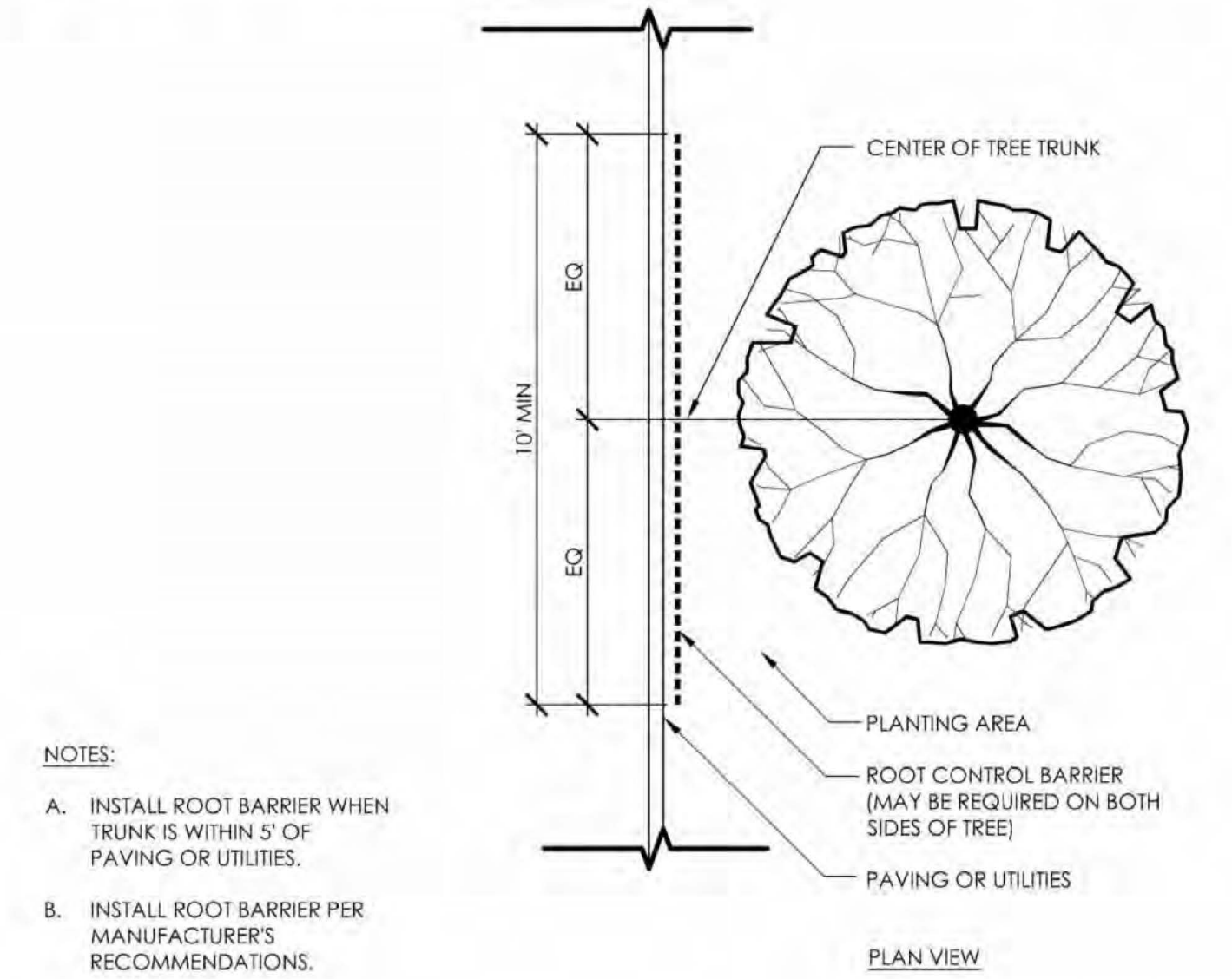
G PALM TREE PLANTING
1/2" = 1'-0" RRM-WA-02



E VINE PLANTING
1" = 1'-0" RRM-WA-31



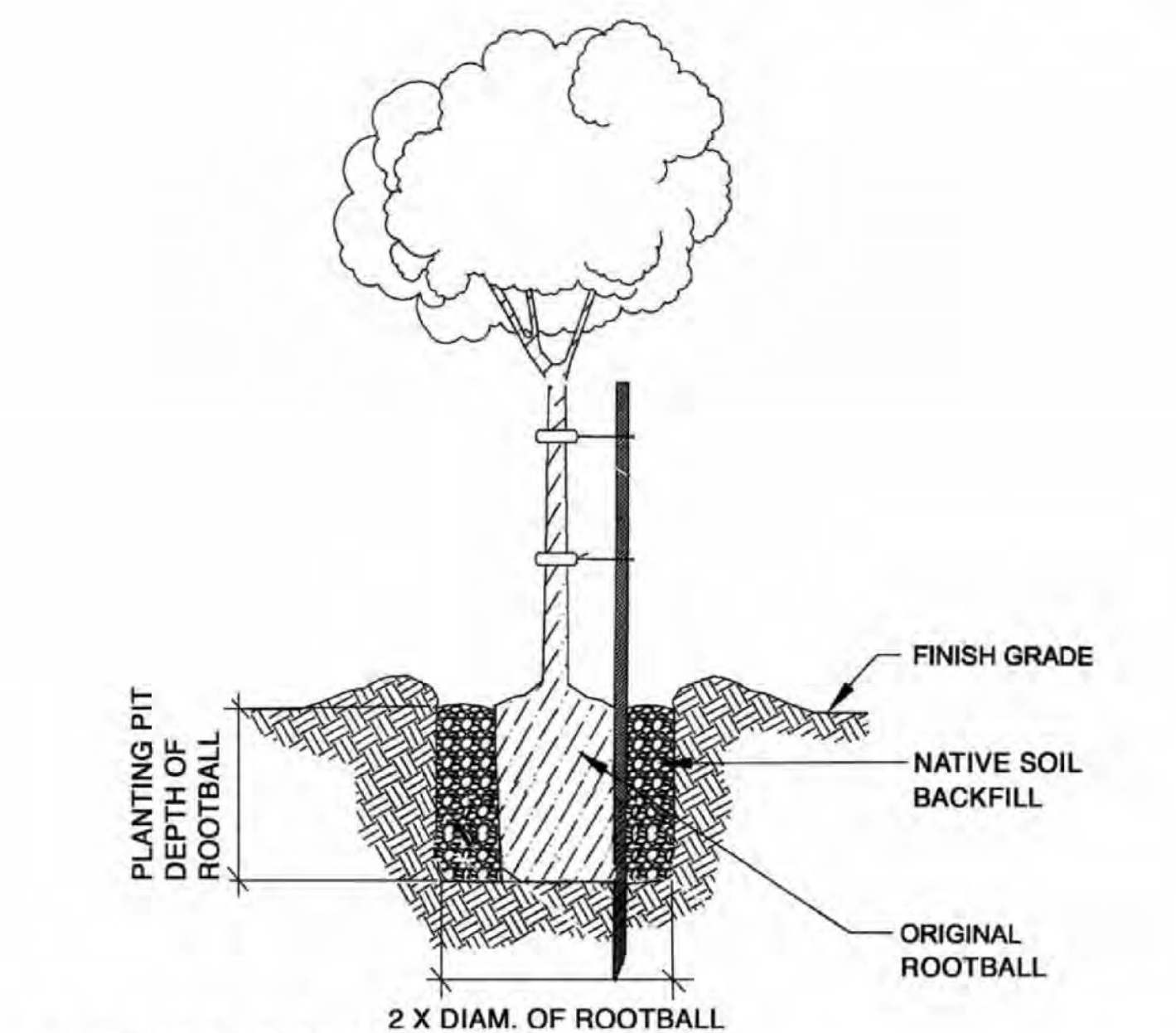
D GROUNDCOVER SPACING
1 1/2" = 1'-0" RRM-WA-01



- NOTES:**
A. INSTALL ROOT BARRIER WHEN TRUNK IS WITHIN 5' OF PAVING OR UTILITIES.
B. INSTALL ROOT BARRIER PER MANUFACTURER'S RECOMMENDATIONS.

B ROOT CONTROL BARRIER
1/2" = 1'-0" RRM-WA-33

CITY OF LOS ANGELES LANDSCAPE ORDINANCE
Guidelines D—Planting Techniques



A TREE PLANTING
3/4" = 1'-0"

NO.	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
PLANTING DETAILS

SHEET NUMBER

L-1.02

WATTS SKATEPARK

GENERAL SKATEPARK CONSTRUCTION NOTES

NOTES

A. GENERAL NOTES

- WRITTEN DIMENSIONS ARE TO TAKE PRECEDENCE OVER SCALED DIMENSIONS. NOTIFY CITY ENGINEER OF ANY DISCREPANCIES FOUND IN THE FIELD.
- WHERE REFERENCE IS MADE TO VARIOUS TEST STANDARDS FOR MATERIALS, SUCH STANDARDS SHALL BE THE LATEST EDITION AND/OR ADDENDUM.
- ALL SKATE PARK STRUCTURE CONCRETE AND SHOTCRETE SHALL BE MINIMUM 4000 PSI.
- ALL EDGES AND CORNERS OF CONCRETE FEATURES SHALL HAVE 1/4" RADII, UNLESS NOTED OTHERWISE.
- CONTRACTOR SHALL VERIFY AND COORDINATE FINISH GRADES AND CURB EDGES WITH RELATED SITE IMPROVEMENTS. CONTRACTOR SHALL IMMEDIATELY REPORT ANY CONFLICTS OR DISCREPANCIES TO THE CITY ENGINEER.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER HANDLING OF STORM WATER, INCLUDING DEWATERING, AND DEBRIS REMOVAL FROM THE PROJECT SITE, AS NEEDED, DURING CONSTRUCTION AND PRIOR TO PLACING ANY CONCRETE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING GROUND ELEVATIONS, PIPE INVERTS, AND OVERALL TOPOGRAPHY OF THE SITE, AS WELL AS, ALL SITE DIMENSIONS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE CITY ENGINEER IN WRITING OF ANY DIFFERENCES IN TOPOGRAPHY OR SITE DIMENSION THAT DIFFER FROM THOSE SHOWN ON THE PLANS.
- ALL SKATE PARK STRUCTURE GRADING, COMPACTION, AND EARTHWORK SHALL COMPLY WITH THE RECOMMENDATIONS AND REQUIREMENTS OF THE GEOTECHNICAL REPORT.
- ALL REINFORCING BARS SHALL HAVE A 24" OVERLAP; TYP. SEE SPECIFICATIONS.
- CONTRACTOR IS ONLY RESPONSIBLE FOR PLACING AGGREGATE BASE A MINIMUM DISTANCE OF FOUR (4) VERTICAL FEET UP ALL TRANSITIONS AS MEASURED FROM THE BASE TANGENT POINT. THIS VARIANCE ONLY APPLIES TO TRANSITIONS THAT APPROACH NEAR VERTICAL CONDITIONS ABOVE FOUR (4) VERTICAL FEET FROM THE BASE TANGENT POINT ELEVATION. SHOTCRETE APPLIED IN CONDITIONS WITHOUT THE AGGREGATE BASE SHALL BE PER THE SPECIFIED THICKNESS. NO ADDITIONAL SHOTCRETE SHALL BE REQUIRED AS THE SUBGRADES WILL BE GRADED TO THE ELEVATIONS OF THE AGGREGATE BASE.
- ALL RADIAL SHOTCRETE APPLICATIONS SHALL HAVE A RESPECTIVE TEMPLATE READY AND IN PLACE PRIOR TO SHOTCRETE PLACEMENT. SEE SHOTCRETE TEMPLATE DETAIL.
- CONTRACTOR MUST POUR 4' X 4' TEST PANELS MINIMUM 7 DAYS PRIOR TO CONCRETE PLACEMENT ONE FOR EACH COLOR AND FINISH.

B. EXCAVATIONS

- ALL EXCAVATIONS AND SUBGRADE PREPARATIONS SHALL BE IN CONFORMANCE WITH THE PROJECT GEOTECHNICAL REPORT.
- CONTRACTOR SHALL CAREFULLY EXCAVATE ALL MATERIALS NECESSARY OF WHATEVER NATURE, FOR CONSTRUCTION OF THE WORK. ANY MATERIAL OF AN UNSUITABLE OR DELETERIOUS NATURE DISCOVERED BELOW THE BOTTOMS OF THE FOUNDATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH THE WORK.
- FINISH GRADING SHALL BE ACCOMPLISHED IN SUCH A MANNER AS TO SLOPE GRADE (MINIMUM OF 3%) AWAY FROM FOUNDATIONS. GRADING SHALL ALSO ELIMINATE ANY POTENTIAL PONDING NEAR FOUNDATIONS AND TRIPPING HAZARDS.

C. SHOTCRETE

- ALL SHOTCRETE SHALL BE A MINIMUM 6-INCH THICK UNLESS SHOWN OTHERWISE.
- AT A MINIMUM, SHOTCRETE SHALL BE USED IN ALL LOCATIONS INDICATED IN THE PLANS AND DETAILS. ALL SHOTCRETE WORK SHALL CONFORM TO THE SPECIFICATION FOR MATERIALS, PROPORTIONING, AND APPLICATION OF SHOTCRETE (ACI506.2-95).
- ALL SKATE PARK SHOTCRETE SHALL HAVE A HARD TROWEL FINISH UNLESS NOTED OTHERWISE.

D. CONCRETE

- ALL SKATE PARK CONCRETE SHALL HAVE A HARD TROWEL FINISH UNLESS NOTED OTHERWISE.
- ALL SKATE PARK STRUCTURE CONCRETE SHALL BE A MINIMUM 6-INCH THICK UNLESS SHOWN OTHERWISE.
- ALL SKATE PARK CONCRETE SHALL BE READY MIXED CONFORMING WITH ASTM C-94, 4" MAX. SLUMP, AND ATTAIN A MINIMUM OF 4000 p.s.i. COMPRESSIVE STRENGTH AT 28 DAYS:
- CONCRETE FOOTINGS AND PADS MAY BE POURED AGAINST NEAT EXCAVATIONS.
- CURING OF CONCRETE SHALL BE PER THE SKATE PARK STRUCTURE CONCRETE PAVING 02520 AND SHOTCRETE 03370 SPECIFICATIONS SECTIONS.
- ALL REINFORCING BARS, ANCHOR BOLTS AND CONCRETE INSERTS SHALL BE SECURED IN POSITION AND INSPECTED BY SPECIAL INSPECTOR PRIOR TO PLACING CONCRETE.
- ALL CONCRETE FORM WORK SHALL REMAIN IN PLACE UNTIL CONCRETE REACHES 70 PERCENT OF DESIGN CAPACITY AND NO EARLIER THAN (7) SEVEN DAYS SUBSEQUENT TO PLACEMENT.
- ALL CONCRETE SHALL BE PROTECTED BY CONTRACTOR FOR ANY DAMAGES OR GRAFFITI.

E. REINFORCEMENT

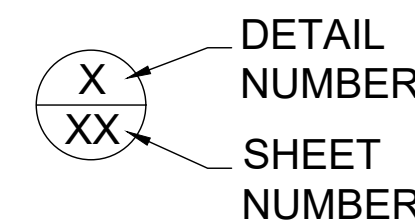
- ALL REINFORCING STEEL SHALL BE DEFORMED BARS CONFORMING TO ASTM A-615 GRADE 60.
- ALL REINFORCING BARS SHALL HAVE A 24-INCH OVERLAP, TYP.; SEE SPECIFICATIONS.
- ALL REINFORCING IN CONCRETE SHALL BE CONTINUOUS OR LAPPED IN ACCORDANCE WITH ACI 318.
- ACCURATELY POSITION, SUPPORT, AND SECURE REINFORCEMENT FROM DISPLACING DUE TO FORM WORK, CONSTRUCTION, OR CONCRETE PLACEMENT OPERATIONS. LOCATE AND SUPPORT REINFORCING BY METAL CHAIRS, RUNNER, BOLSTERS, SPACERS, AND HANGERS AT A MAXIMUM 3 FOOT SPACING.
- ALL REINFORCEMENT TO BE WELDED SHALL BE A706 GRADE 60.
- ALL REINFORCEMENT SHALL BE INSPECTED BY SPECIAL INSPECTOR PRIOR TO ANY PLACEMENT OF CONCRETE OR SHOTCRETE.

ABBREVIATIONS

@	AT	HORIZ.	HORIZONTAL	TC	TOP OF CURB
ALT.	ALTERNATE	I.D.	INSIDE DIAMETER	TD	TOP OF DRAIN
BETW.	BETWEEN	O.D.	OUTER DIAMETER	THK.	THICK
BOT.	BOTTOM	INV. EL.	INVERT ELEVATION	TF	TOP OF FENCE
⊕	CENTERLINE	LF	LINEAR FEET	TW	TOP OF WALL
CJ	COLD JOINT	LM	LINEAR METER	TYP.	TYPICAL
CONC.	CONCRETE	MAX.	MAXIMUM	VERT.	VERTICAL
CONT.	CONTINUOUS	MIN.	MINIMUM	W/	WITH
DD	DECK DRAIN	(N)	NEW		
∅	DIAMETER	N/A	NOT APPLICABLE		
EA.	EACH	N.I.C.	NOT IN CONTRACT		
EJ	EXPANSION JOINT	N.T.S.	NOT TO SCALE		
(E)	EXISTING	O.C.	ON CENTER		
FG	FINISH GRADE	RAD.	RADIUS		
FS	FINISH SURFACE	REBAR	STEEL REINFORCEMENT		
GALV.	GALVANIZED	RE	RIM ELEVATION		
HP	HIGH POINT	TP	TANGENT POINT		

HATCH INDEX

	SHOTCRETE: 4,000 PSI, 6" THICK WITH #4 REINFORCEMENT @ 12" O.C.
	CONCRETE FLATWORK: 4,000 PSI, 6" THICK WITH #3 REINFORCEMENT @ 18" O.C.
	CAST IN PLACE CONCRETE: 4,000 PSI, #4 REINFORCEMENT @ 12" O.C.
	24" THICK GRANULAR BASE: COMPACT TO 95% MIN. RELATIVE COMPACTION. REFER TO THE GEOTECHNICAL REPORT.
	SUBGRADE: COMPACT TO A MINIMUM OF 90% RELATIVE COMPACTION. REFER TO THE GEOTECHNICAL REPORT.



SYMBOL	DESCRIPTION
	HORIZONTAL LAYOUT BENCHMARK
	RIDGELINE
	COLD JOINT; DETAIL 7/SP8.1
	SAWCUT; DETAIL 9/SP8.1
	EXPANSION JOINT (EJ); DETAIL 8/SP8.1
	SPOT ELEVATION. (FS): FINISH SURFACE
	TERRAIN SLOPE DIRECTION.
	SURFACE FLOW DIRECTION. SLOPE MIN. 0.5% UNLESS SHOWN OTHERWISE.
	MEET FLUSH WITH PEDESTRIAN CONCRETE.
	BLEND ZONE: BLEND BETWEEN MULTIPLE FEATURES.
	6" SCHEDULE 40 PVC STORM DRAINLINE SLOPE AT 0.5% UNLESS SHOWN OTHERWISE.
	DECK DRAIN; SEE DETAIL 20/SP8.3



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PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
**SKATEPARK
GENERAL NOTES**

SHEET NUMBER

SP-1.0

No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

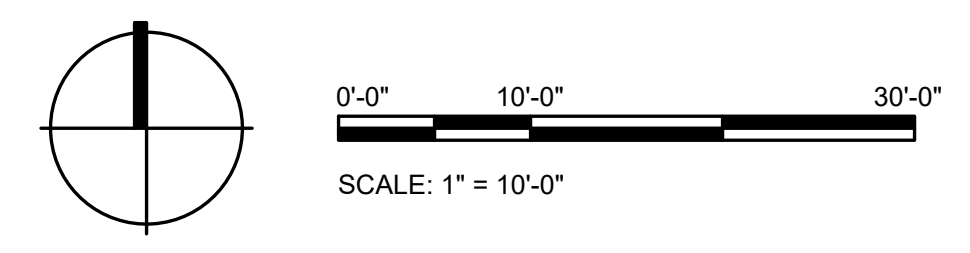
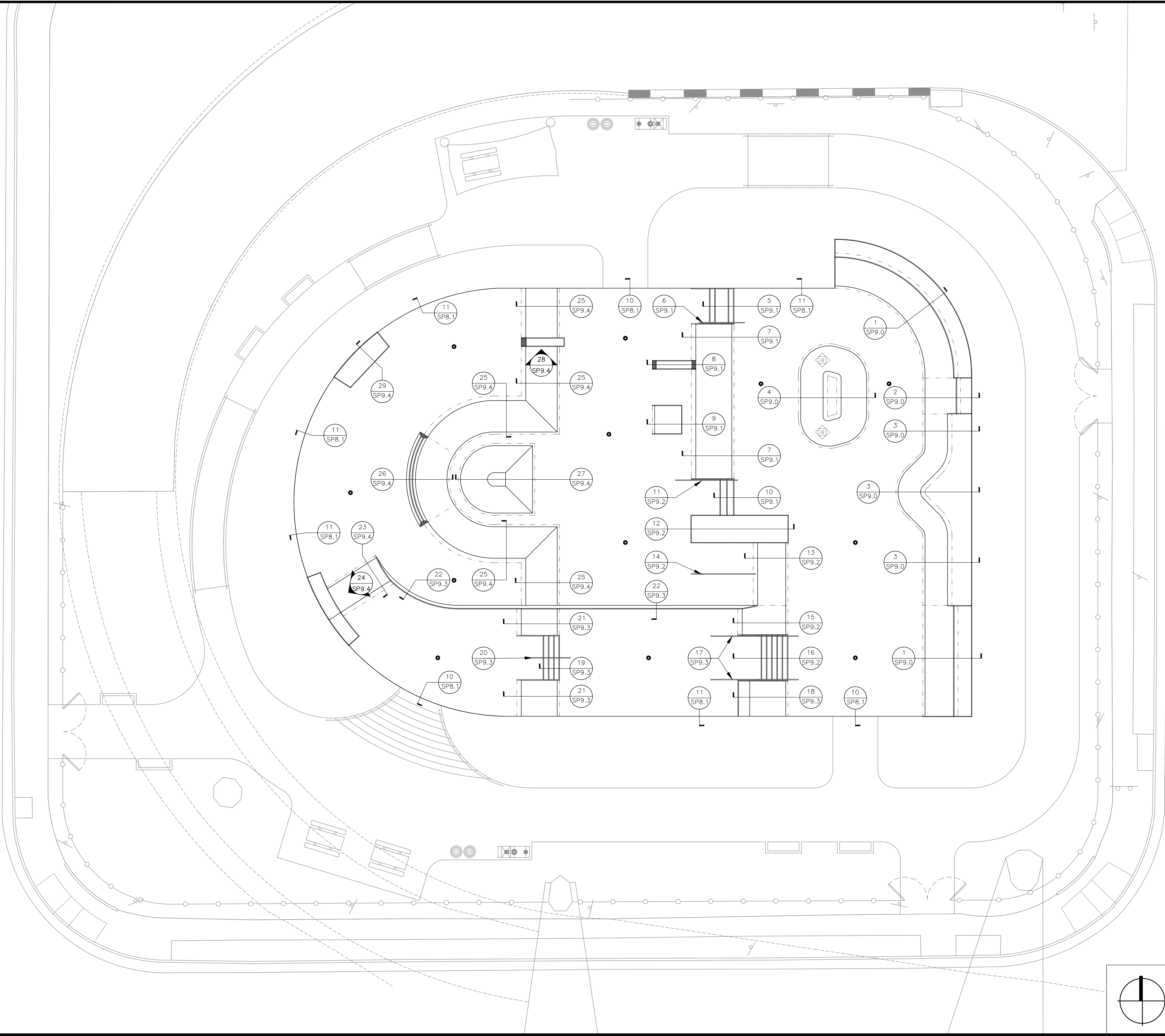
PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

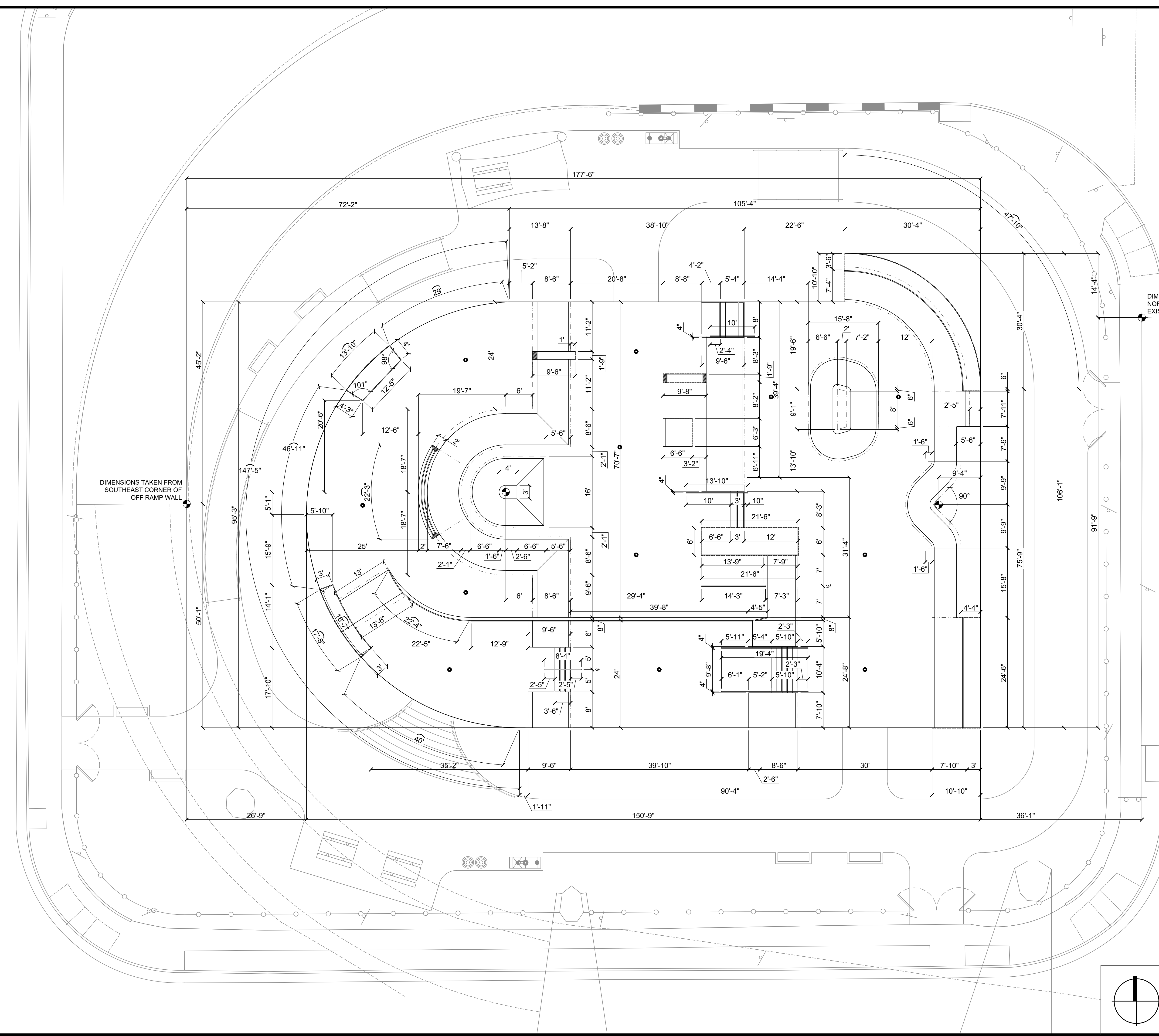
SHEET TITLE:
**SKATEPARK
CONSTRUCTION
PLAN**

SHEET NUMBER

SP-2.0

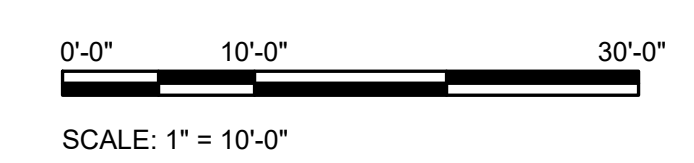
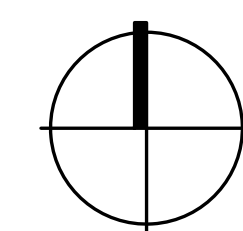
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DIMENSIONS TAKEN FROM
SOUTHEAST CORNER OF
OFF RAMP WALL

DIMENSIONS TAKEN FROM
NORTHWEST CORNER OF
EXISTING PLANTING AREA



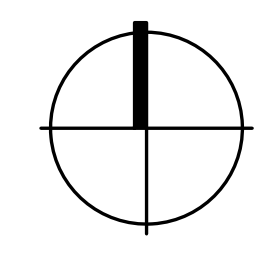
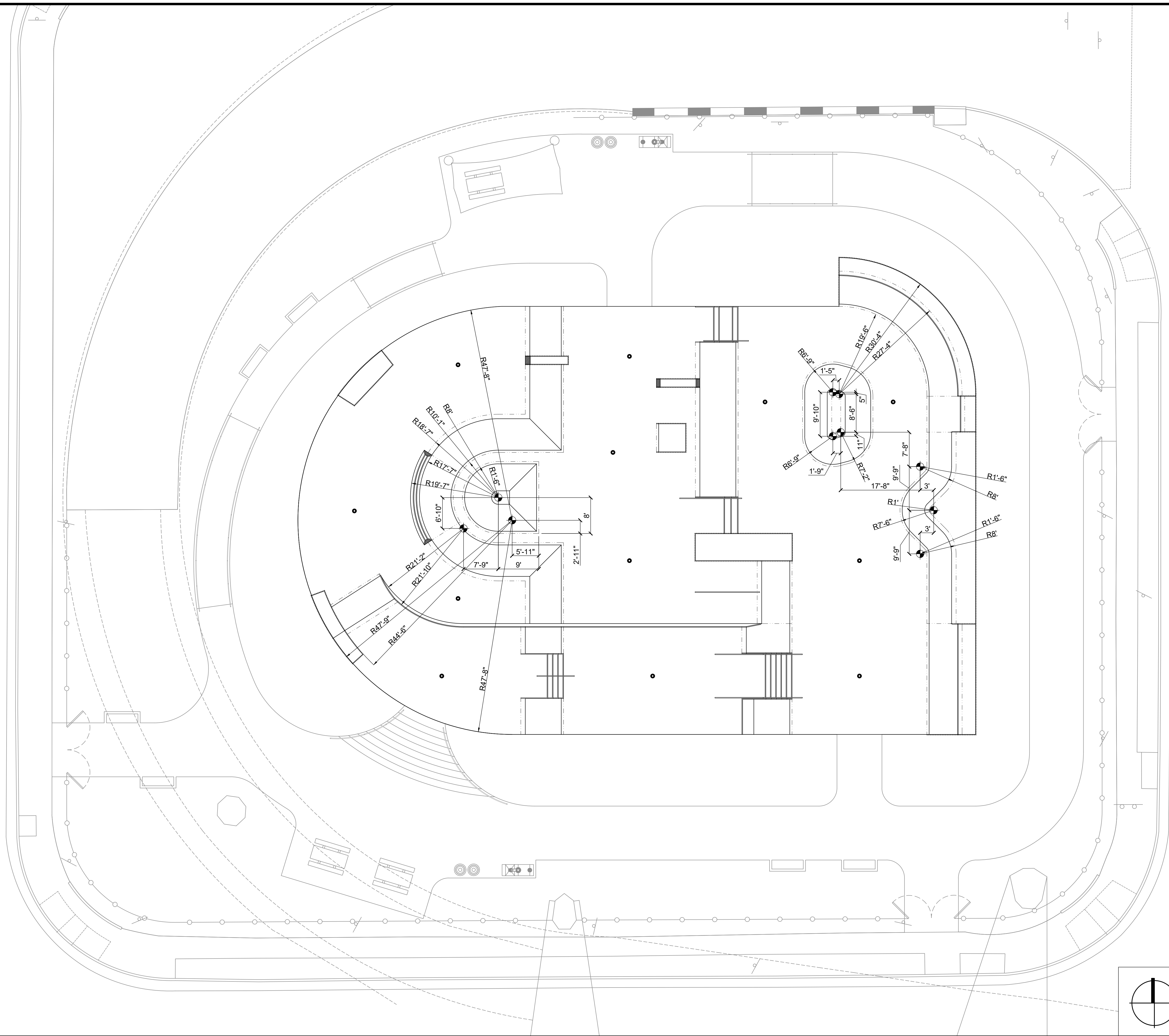
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
**SKATEPARK
LAYOUT PLAN**

SHEET NUMBER

SP-3.0



0'-0" 10'-0" 30'-0"
SCALE: 1" = 10'-0"

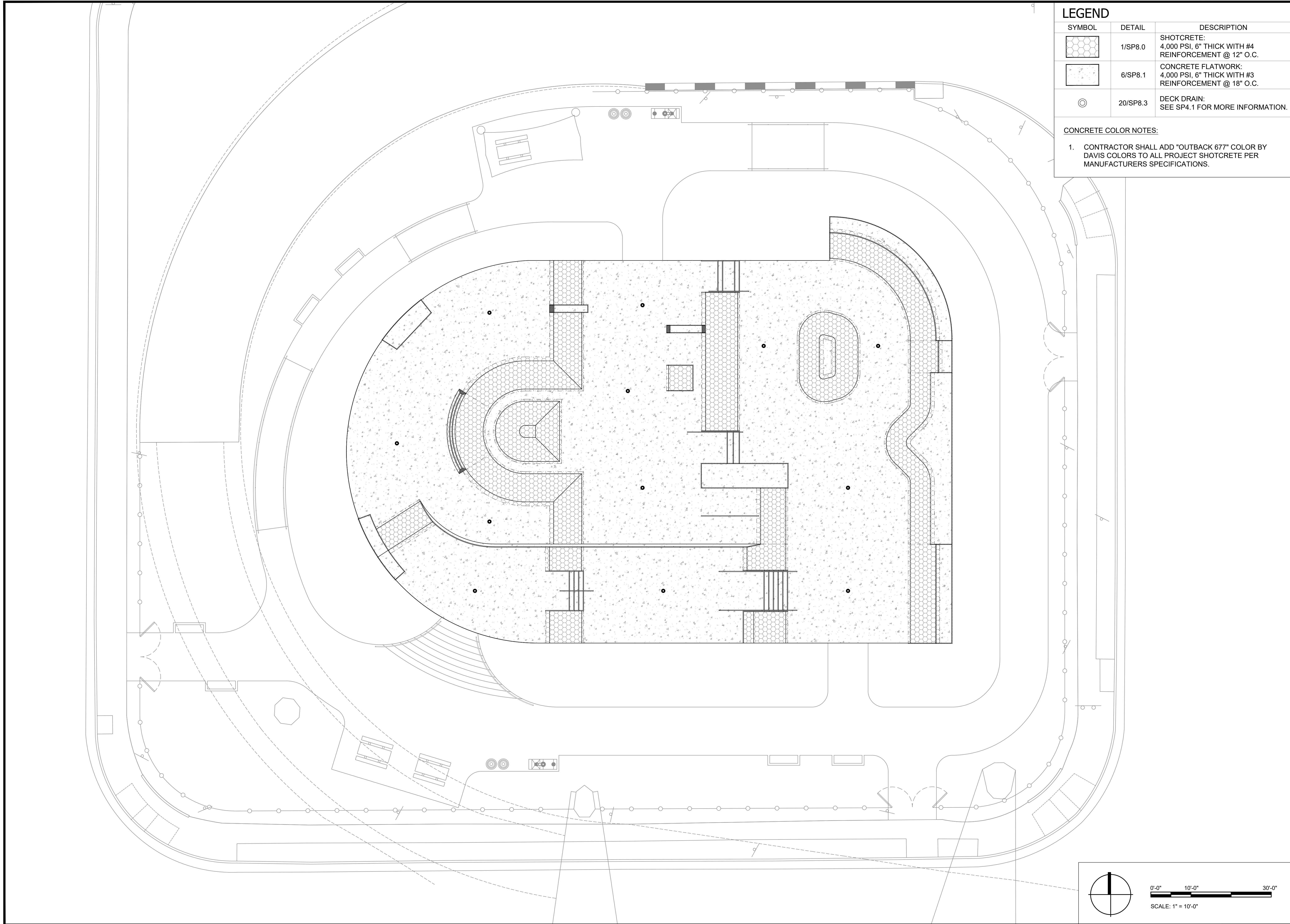
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

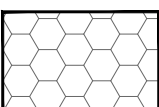
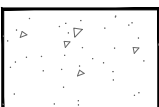

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
**SKATEPARK
RADIUS LAYOUT
PLAN**

SHEET NUMBER

SP-3.1



LEGEND		
SYMBOL	DETAIL	DESCRIPTION
	1/SP8.0	SHOTCRETE: 4,000 PSI, 6" THICK WITH #4 REINFORCEMENT @ 12" O.C.
	6/SP8.1	CONCRETE FLATWORK: 4,000 PSI, 6" THICK WITH #3 REINFORCEMENT @ 18" O.C.
	20/SP8.3	DECK DRAIN: SEE SP4.1 FOR MORE INFORMATION.

CONCRETE COLOR NOTES:

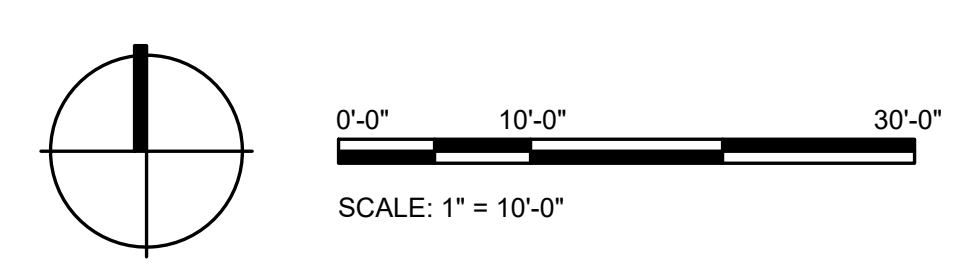
- CONTRACTOR SHALL ADD "OUTBACK 677" COLOR BY DAVIS COLORS TO ALL PROJECT SHOTCRETE PER MANUFACTURERS SPECIFICATIONS.

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CALIFORNIA

SHEET TITLE:
**SKATEPARK
MATERIALS PLAN**

SHEET NUMBER
SP-5.0

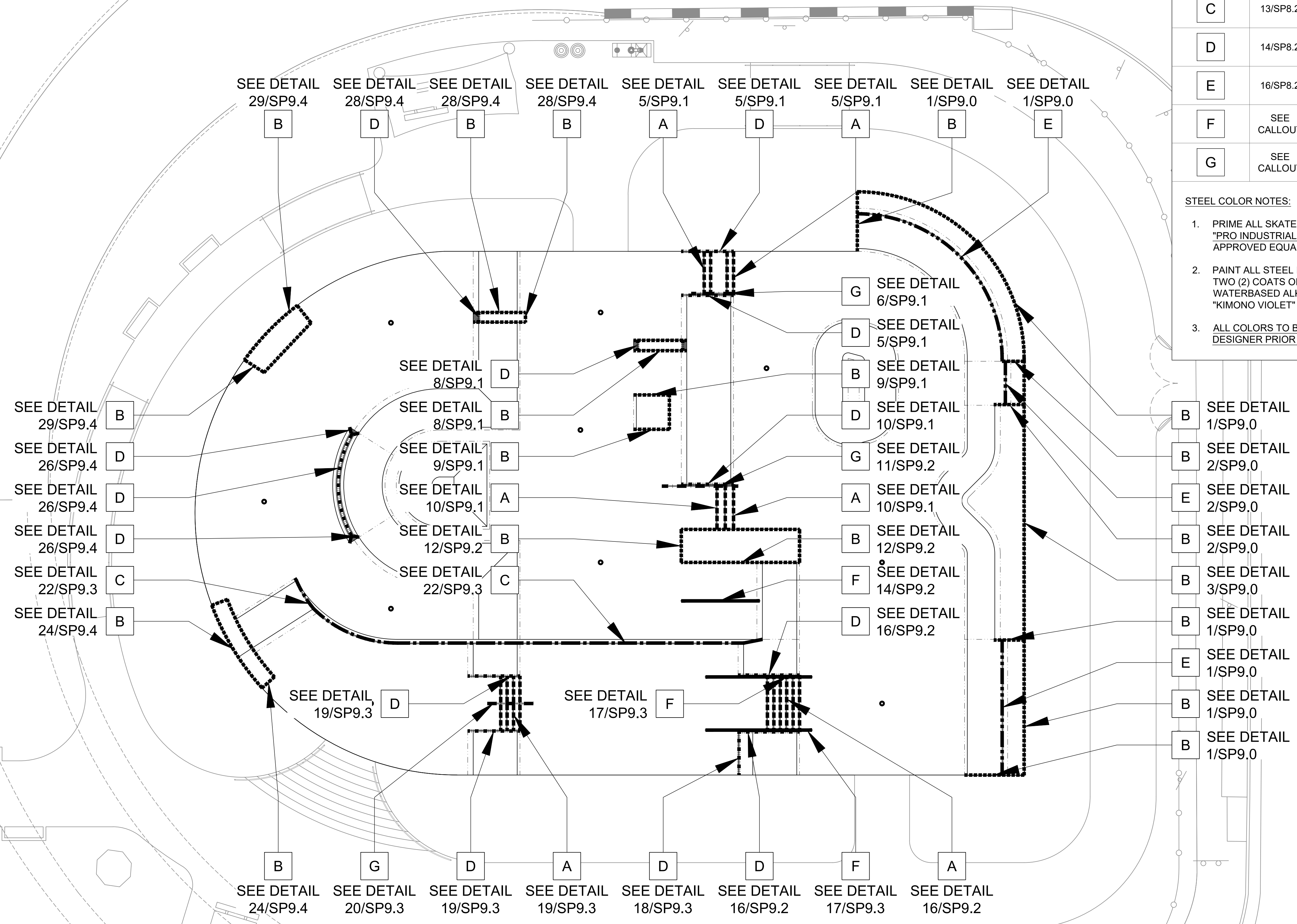


LEGEND

SYMBOL	DETAIL	LINETYPE	DESCRIPTION
A	12/SP8.2	---	FLUSH C-CHANNEL EDGING
B	12/SP8.2	----	CANTILEVER C-CHANNEL EDGING
C	13/SP8.2	---	BENT PLATE EDGING
D	14/SP8.2	----	STEEL PLATE
E	16/SP8.2	---	STEEL PIPE COPING
F	SEE CALLOUT	---	CIRCULAR STEEL GRIND RAIL
G	SEE CALLOUT	---	TUBULAR STEEL GRIND RAIL

STEEL COLOR NOTES:

- PRIME ALL SKATEPARK STEEL EDGING AND GRADING RAILS WITH "PRO INDUSTRIAL WATERBASED ALKYD URETHANE" OR APPROVED EQUAL.
- PAINT ALL STEEL EDGING AND STEEL PIPE GRINDING RAILS WITH TWO (2) COATS OF SHERWIN WILLIAMS PRO INDUSTRIAL WATERBASED ALKYD URETHANE COATING COLOR SW 6839 "KIMONO VIOLET" OR APPROVED EQUAL.
- ALL COLORS TO BE SUBMITTED FOR REVIEW AND APPROVED BY DESIGNER PRIOR TO APPLICATION.



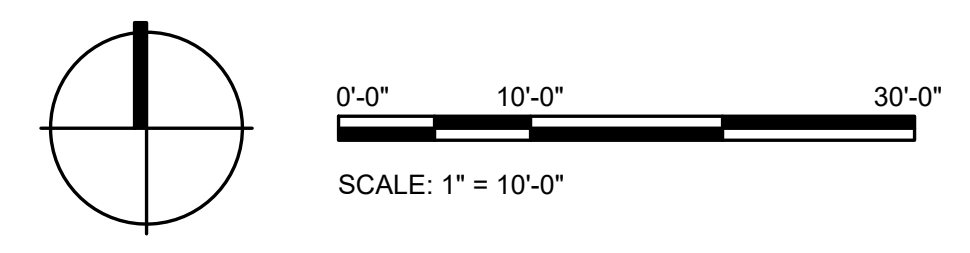
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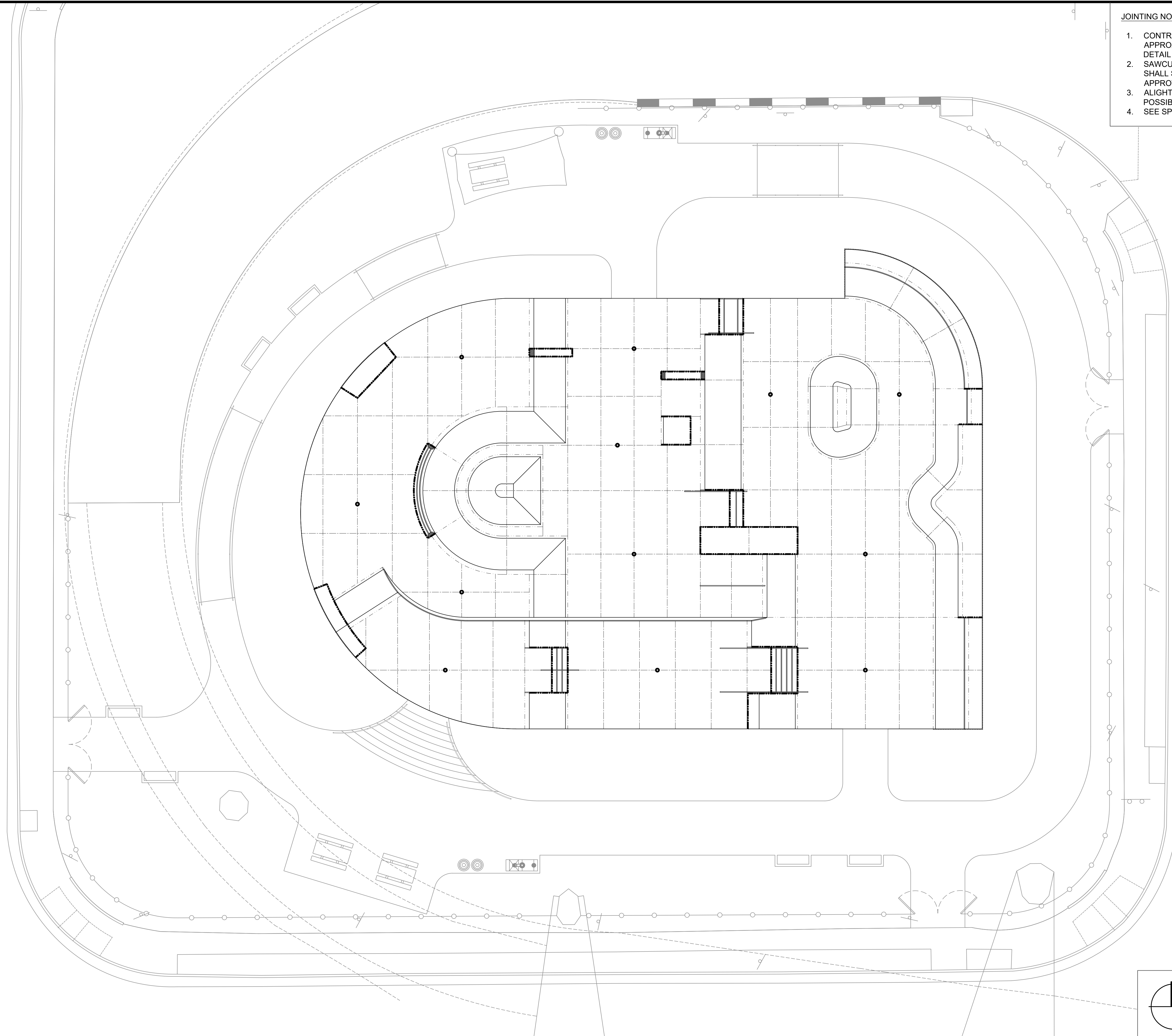
PROJECT:
WATTS SKATE PARK
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CALIFORNIA

SHEET TITLE:
**SKATEPARK
METALS PLAN**

SHEET NUMBER

SP-6.0





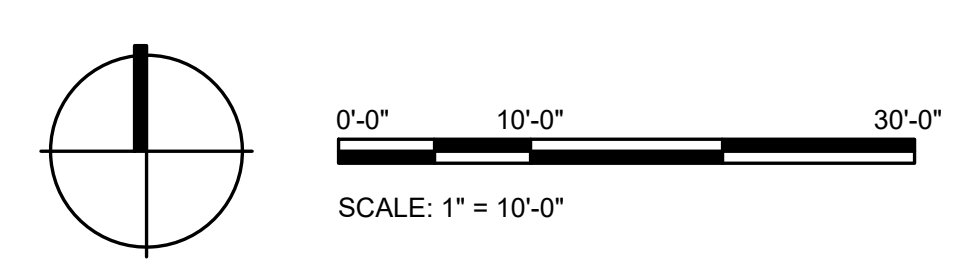
- JOINTING NOTES:**
1. CONTRACTOR SHALL LOCATE SAWCUTS APPROXIMATELY EVERY 10 FEET O.C. PER SAWCUT DETAIL 5/SP7.0.
 2. SAWCUT PLAN IS DIAGRAMMATIC ONLY. CONTRACTOR SHALL SUBMIT LAYOUT PLAN FOR REVIEW AND APPROVAL.
 3. ALIGHT SAWCUTS WITH ADJACENT SAWCUTS WHERE POSSIBLE, TYP.
 4. SEE SP1.0 FOR LINETYPE LEGEND.

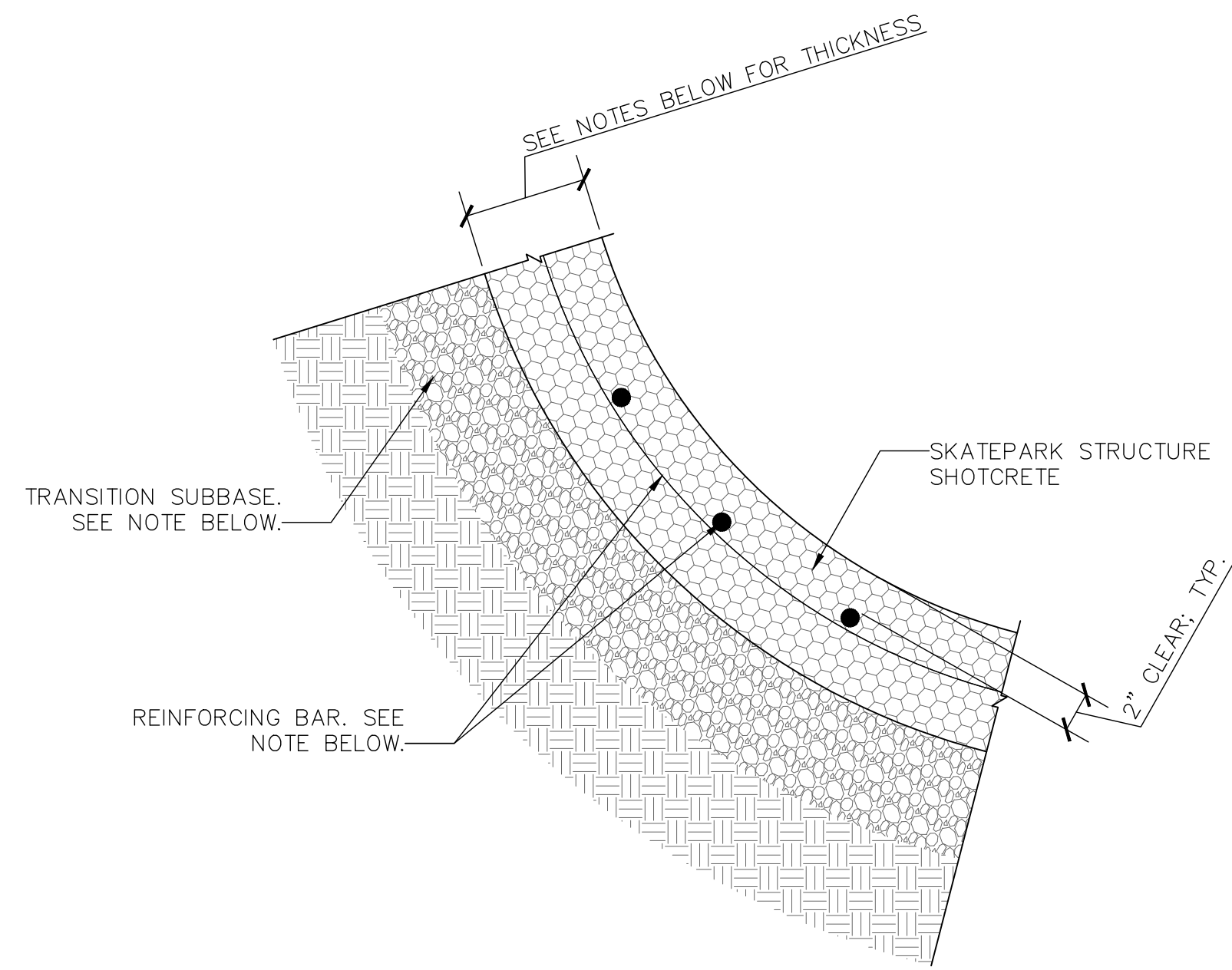
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
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 LOS ANGELES,
 CALIFORNIA

SHEET TITLE:
SKATEPARK
JOINTING PLAN

SHEET NUMBER
 SP-7.0

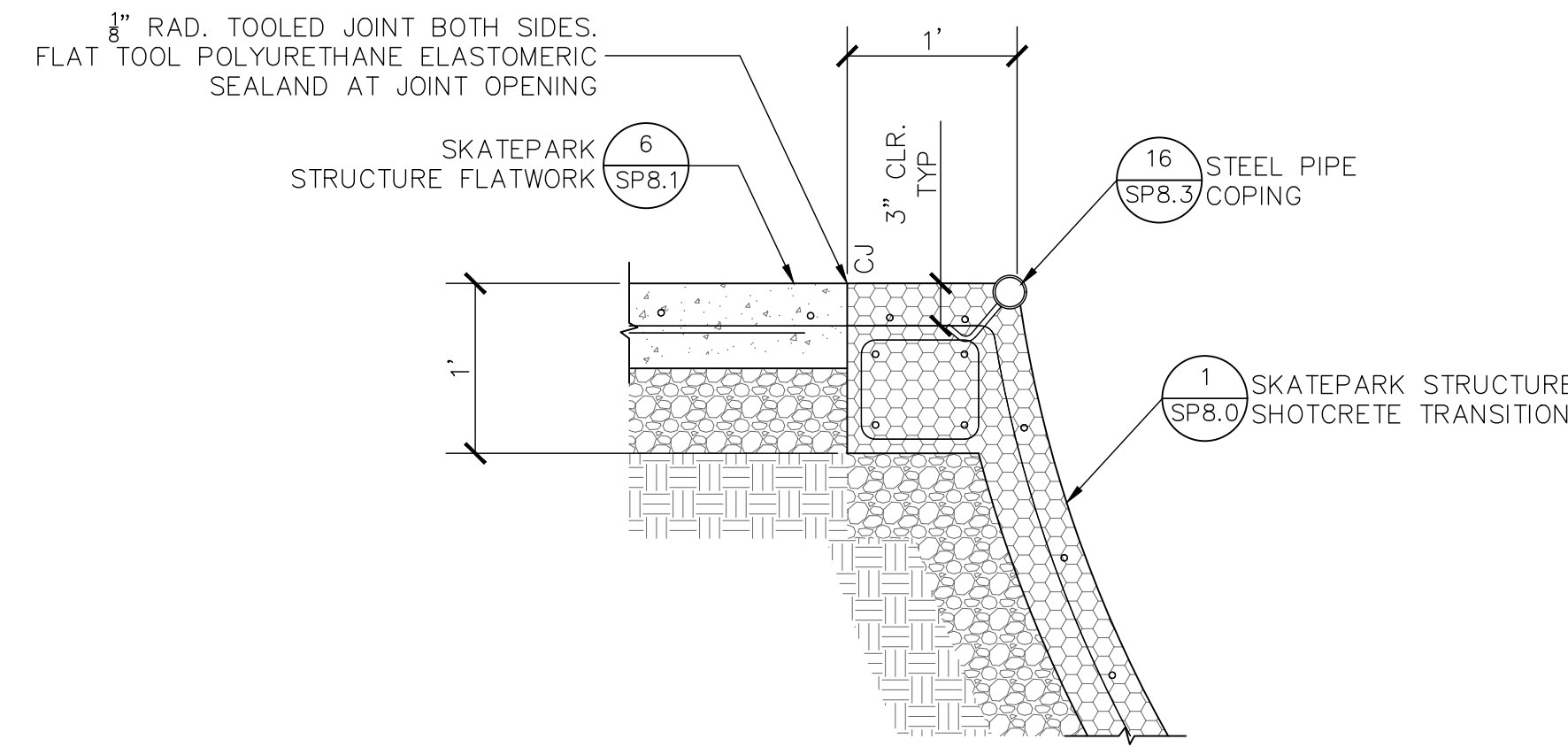




- NOTES:**
1. SEE SKATEPARK STRUCTURE LEGEND SP1.0 FOR SHOTCRETE THICKNESS AND REINFORCEMENT SCHEDULE.
 2. SEE TRANSITION SUBBASE APPLICATION DETAIL 4/SP8.0 FOR SUBBASE REQUIREMENTS.
 3. SEE SHOTCRETE TEMPLATE DETAIL 5/SP8.0.
 4. ALL SHOTCRETE TO HAVE A HARD TROWEL FINISH UNLESS NOTED OTHERWISE.

SKATEPARK STRUCTURE SHOTCRETE TRANSITION

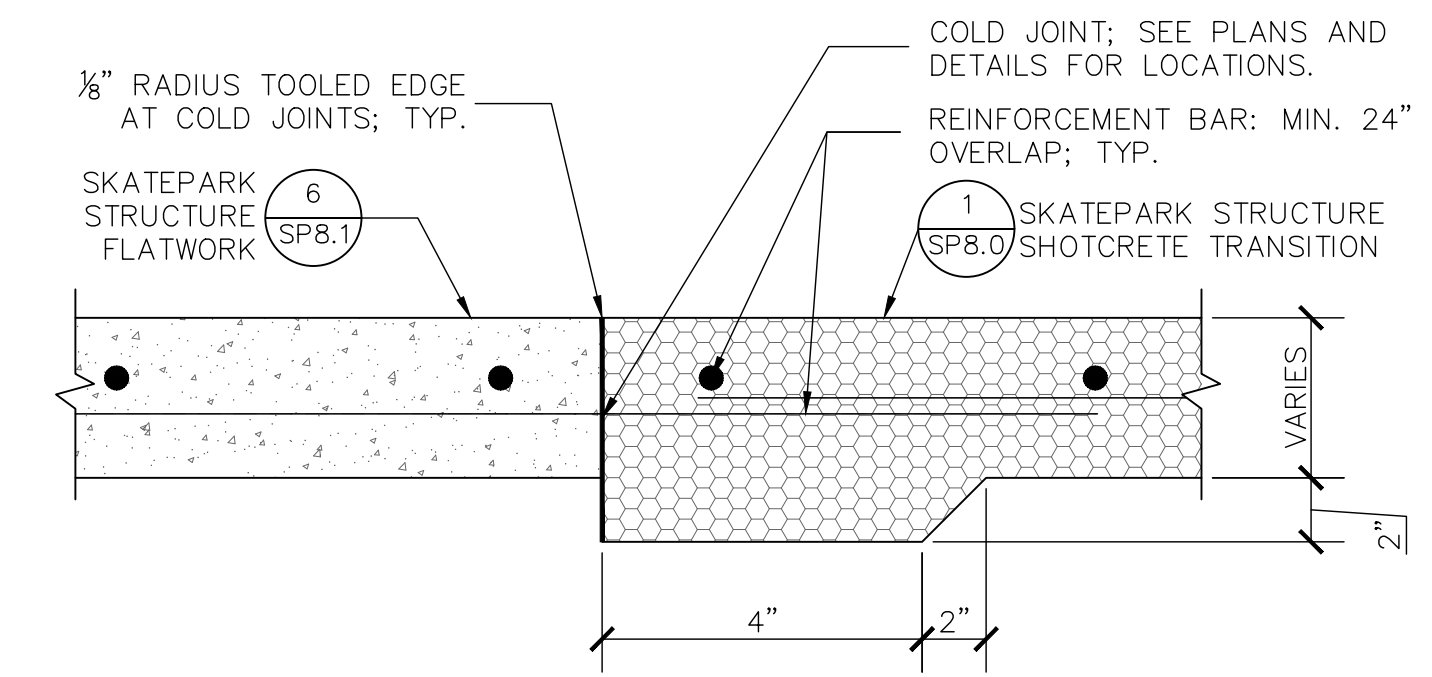
NTS 1



- NOTE:**
1. BUILD BOND BEAMS AT TOPS OF ALL SHOTCRETE TRANSITIONS UNLESS SPECIFICALLY SHOWN OTHERWISE IN THE SKATEPARK DETAILS.

SHOTCRETE BOND BEAM

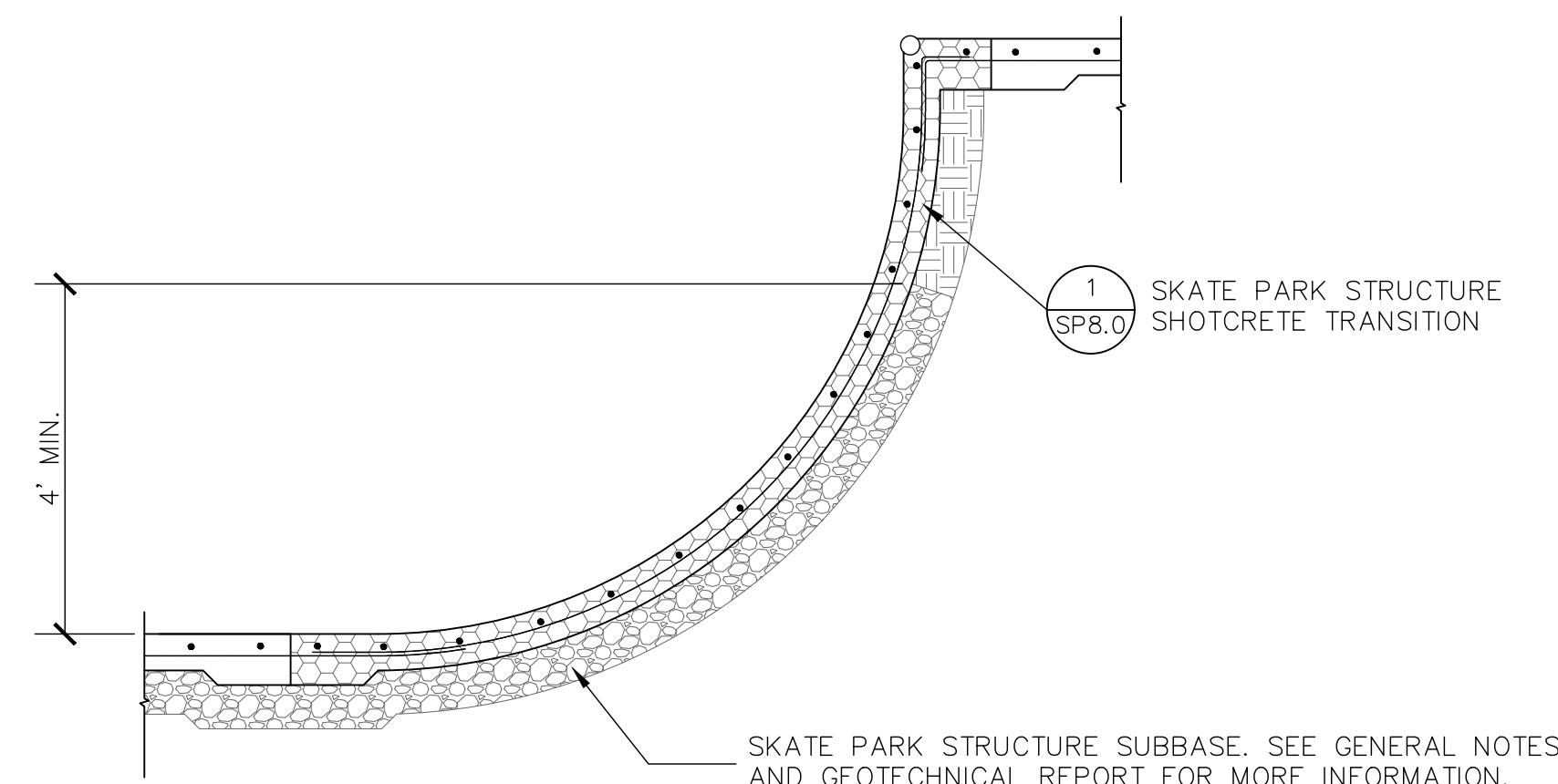
NTS 2



- NOTE:**
1. ALL REINFORCEMENT BAR SHALL HAVE MIN. 24" OVERLAP.
 2. SEE CONSTRUCTION PLAN AND DETAILS FOR COLD JOINT LOCATIONS.
 3. THICKENED SHOTCRETE EDGE SHALL BE CONSTRUCTED ON ALL SHOTCRETE TRANSITIONS BOTTOM LOCATIONS

THICKENED EDGE COLD JOINT (TECJ)

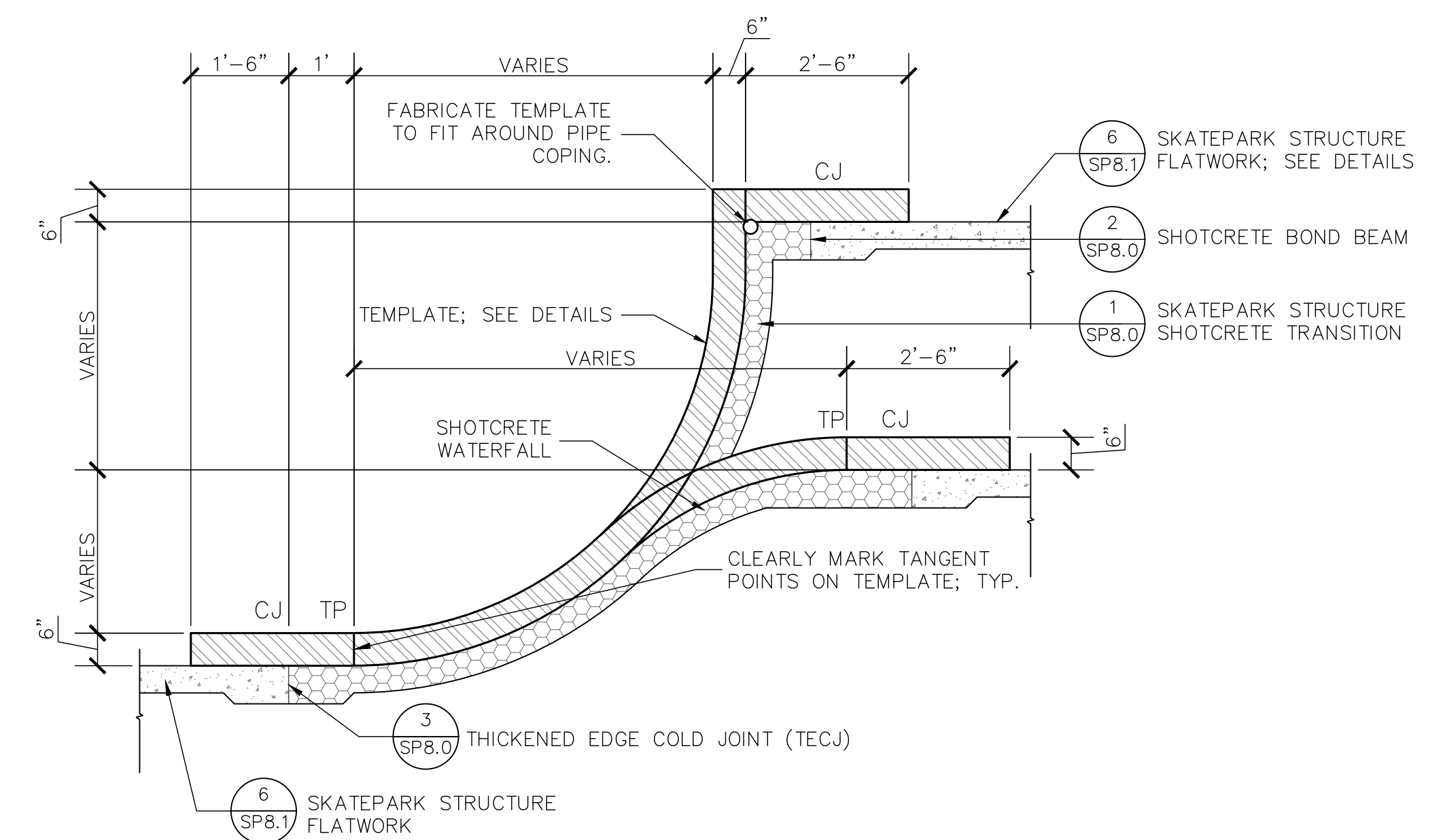
NTS 3



- NOTE:**
- CONTRACTOR IS ONLY RESPONSIBLE FOR PLACING SUBBASE A MINIMUM DISTANCE OF FOUR (4) VERTICAL FEET UP ALL TRANSITIONS AS MEASURED FROM THE BOTTOM TANGENT POINT (TP) AS SHOWN. THIS VARIANCE ONLY APPLIES TO TRANSITIONS THAT APPROACH NEAR VERTICAL CONDITIONS ABOVE FOUR (4) VERTICAL FEET FROM THE BOTTOM TANGENT POINT (TP) ELEVATION. SHOTCRETE APPLIED IN CONDITIONS WITHOUT THE SUBBASE SHALL BE PER THE SPECIFIED THICKNESS. NO ADDITIONAL SHOTCRETE SHALL BE REQUIRED AS THE SUBGRADES WILL BE GRADED TO THE ELEVATIONS OF THE SUBBASE.

TRANSITION SUBBASE APPLICATION

1/2"=1'-0" 4



- NOTES:**
1. USE NON-FLEX PLYWOOD, ALUMINUM, OR METAL FOR TEMPLATES.
 2. CONTRACTOR SHALL FABRICATE AND USE TEMPLATES FOR EACH SHOTCRETE DETAIL. TEMPLATES MUST BE REVIEWED AND APPROVED BY OWNER'S REPRESENTATIVE IN ADVANCE OF THE DAY SHOTCRETE WILL BE PLACED. TEMPLATES MUST BE LOCATED IN THE RESPECTIVE AREAS OF USE BEFORE INSPECTION.

SHOTCRETE TEMPLATE

1/2"=1'-0" 5

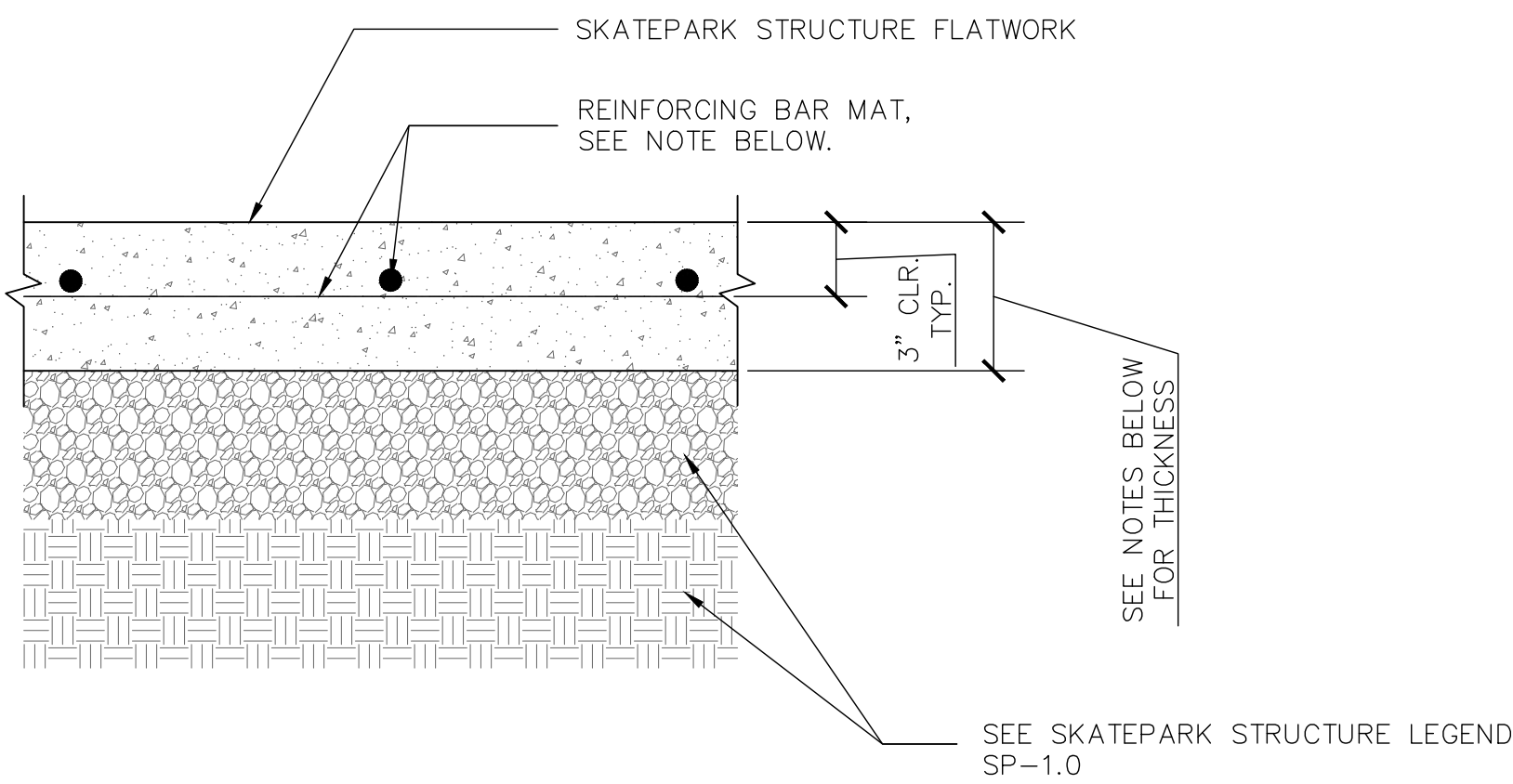
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LOS ANGELES,
CALIFORNIA

SHEET TITLE:
STANDARD
SKATEPARK
DETAILS

SHEET NUMBER

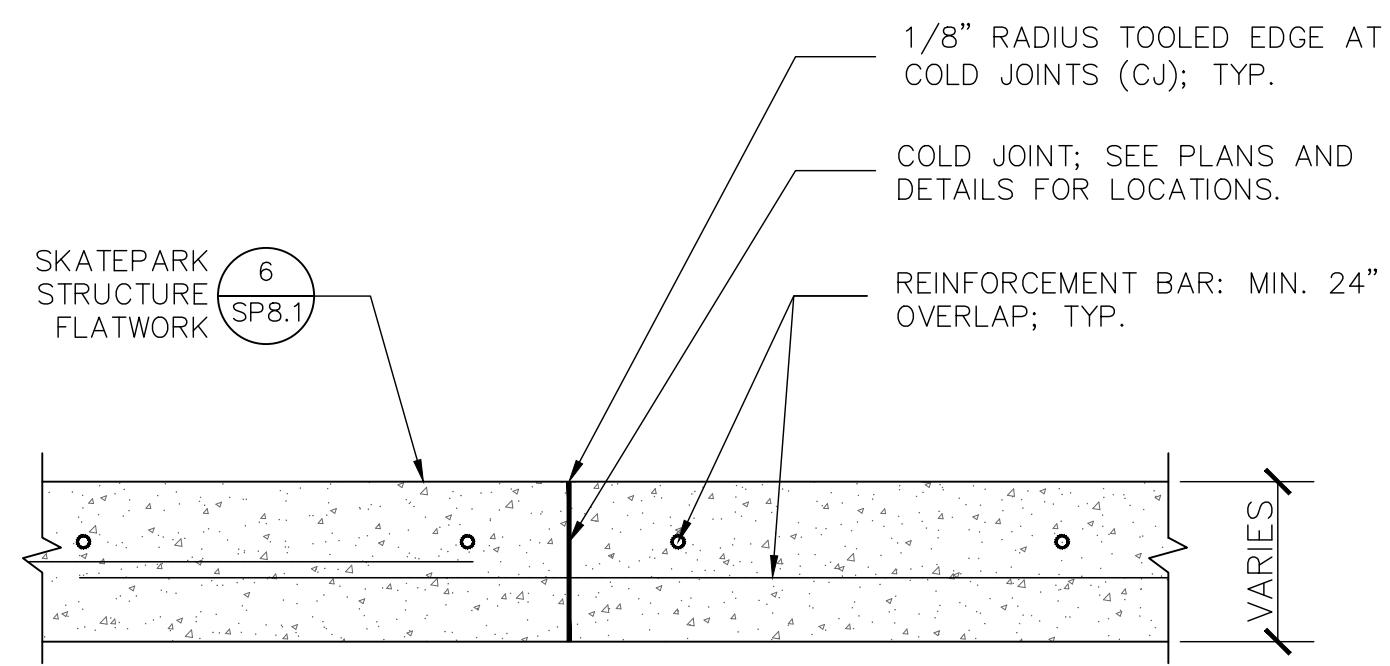
SP-8.0



- NOTES:**
- SEE SKATEPARK STRUCTURE LEGEND FOR FLATWORK THICKNESS AND REINFORCEMENT REQUIREMENTS.
 - ALL SKATEPARK STRUCTURE FLATWORK SHALL BE CONSTRUCTED ON SUBBASE AND SUBGRADE MATERIAL PER THE PROJECT PLANS AND GENERAL NOTES.
 - ALL FLATWORK TO HAVE A HARD TROWEL FINISH UNLESS NOTED OTHERWISE

SKATEPARK STRUCTURE FLATWORK

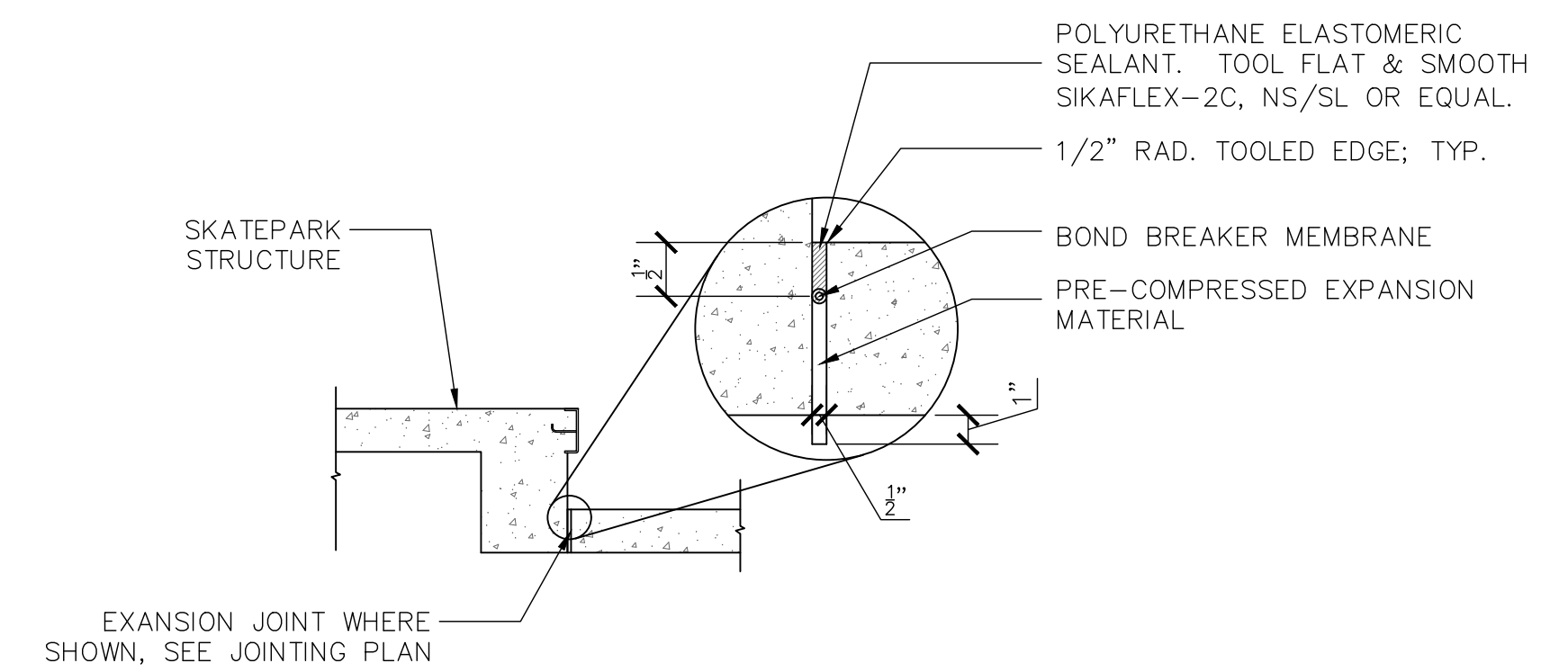
NTS **6**



- NOTE:**
- ALL REINFORCEMENT BAR SHALL HAVE MIN. 24" OVERLAP.
 - SEE CONSTRUCTION PLAN AND DETAILS FOR COLD JOINT LOCATIONS.

TYPICAL COLD JOINT (CJ)

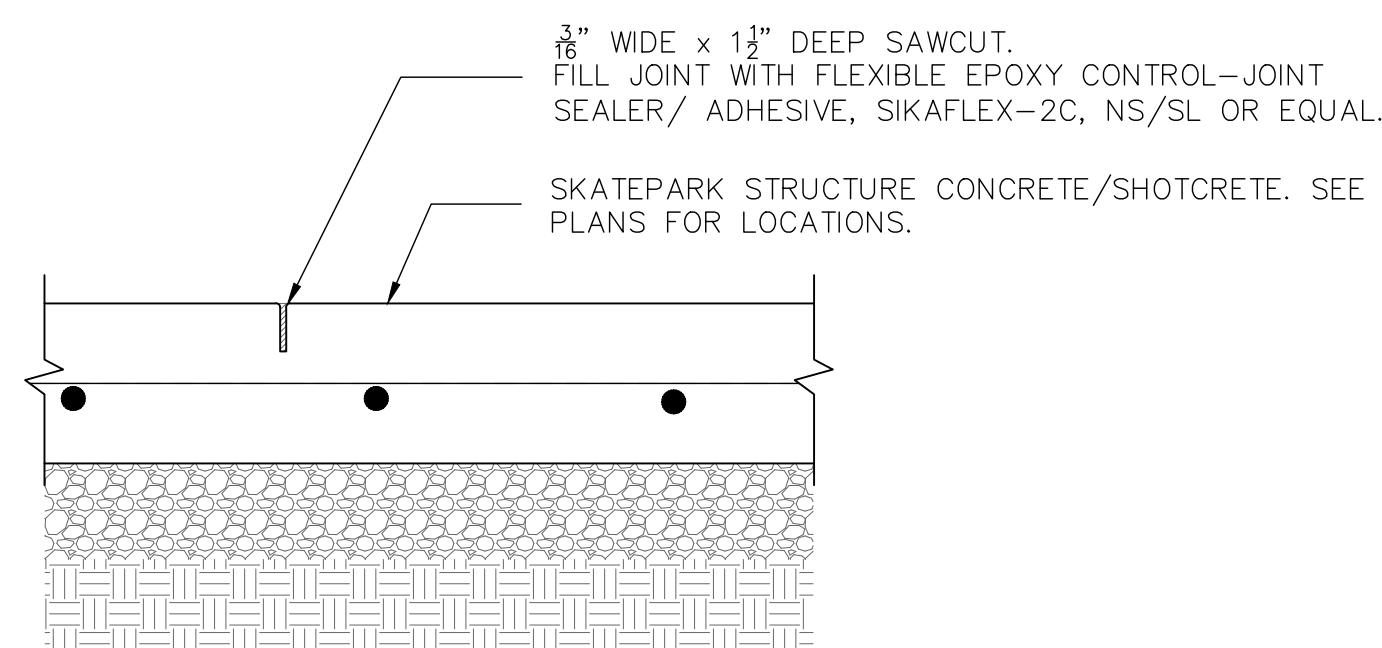
NTS **7**



- NOTE:**
- MINIMUM CAULKING THICKNESS WITH BGOND BREAKER IN PLACE IS 1/2".
 - SEE SKATE PARK JOINT PLAN SP6.0 AND DETAILS FOR LOCATIONS.

EXPANSION JOINT (EJ)

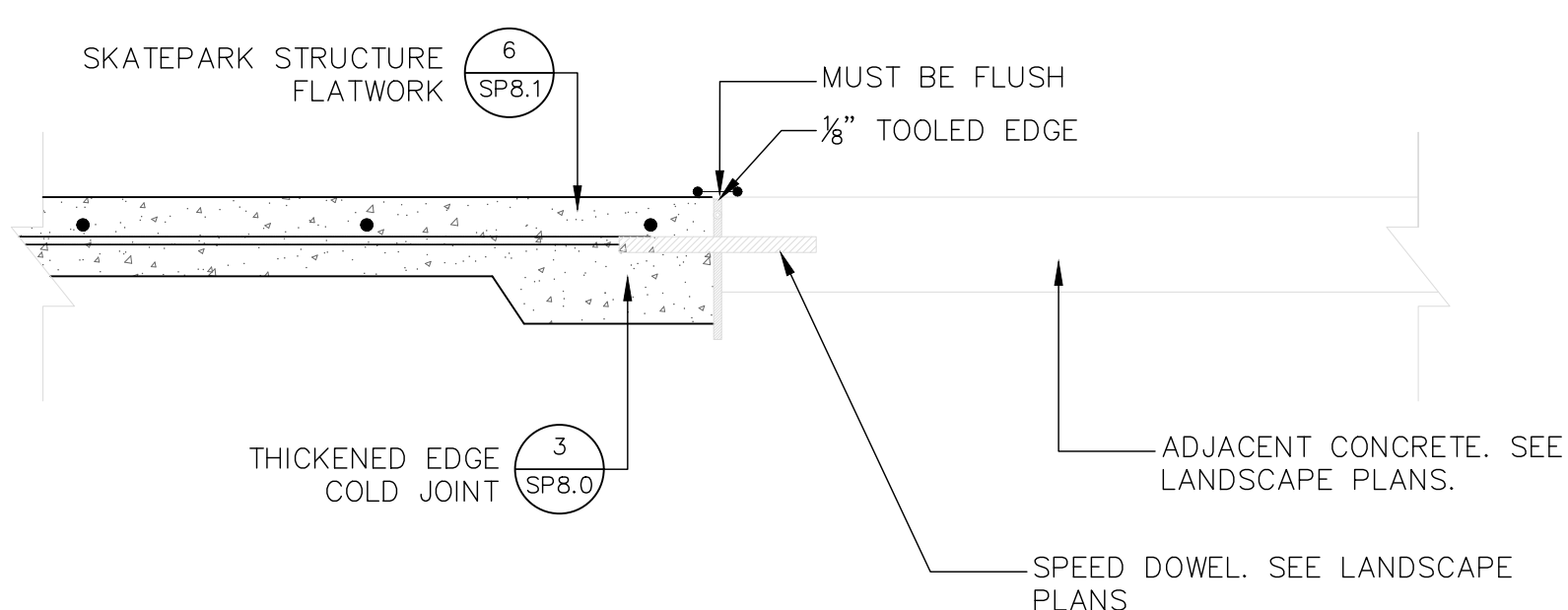
NTS **8**



- NOTE:**
- CONTRACTOR SHALL LOCATE SAWCUTS APPROXIMATELY EVERY 10' O.C. (100 SF) UNLESS SHOWN OTHERWISE.
 - SEE JOINTING PLAN FOR SAWCUT LOCATIONS.

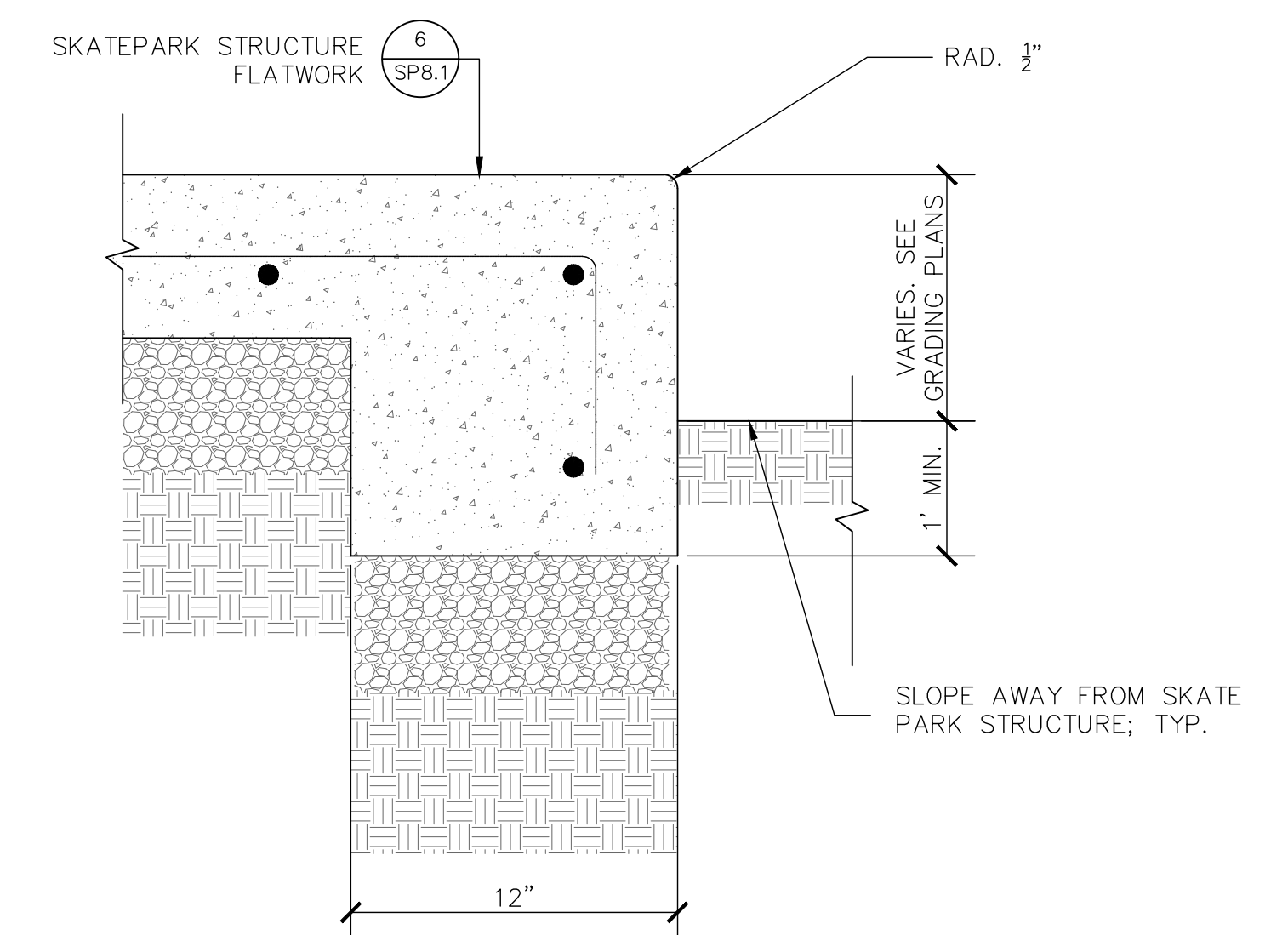
SAWCUT

NTS **9**



SKATE PARK EDGE AT CONC. PAVEMENT

NTS **10**



SKATEPARK EDGE

NTS **11**

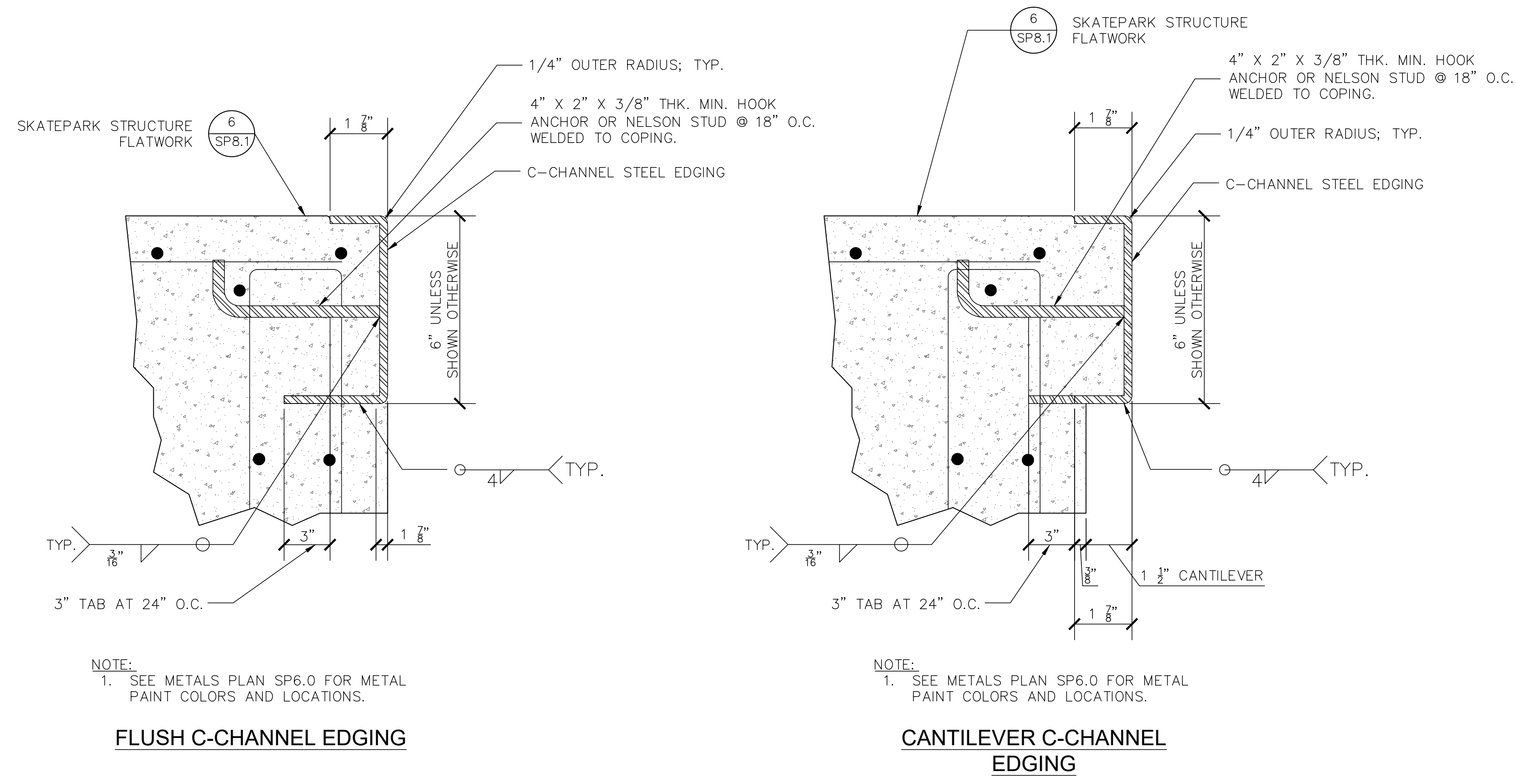
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**STANDARD
SKATEPARK
DETAILS**

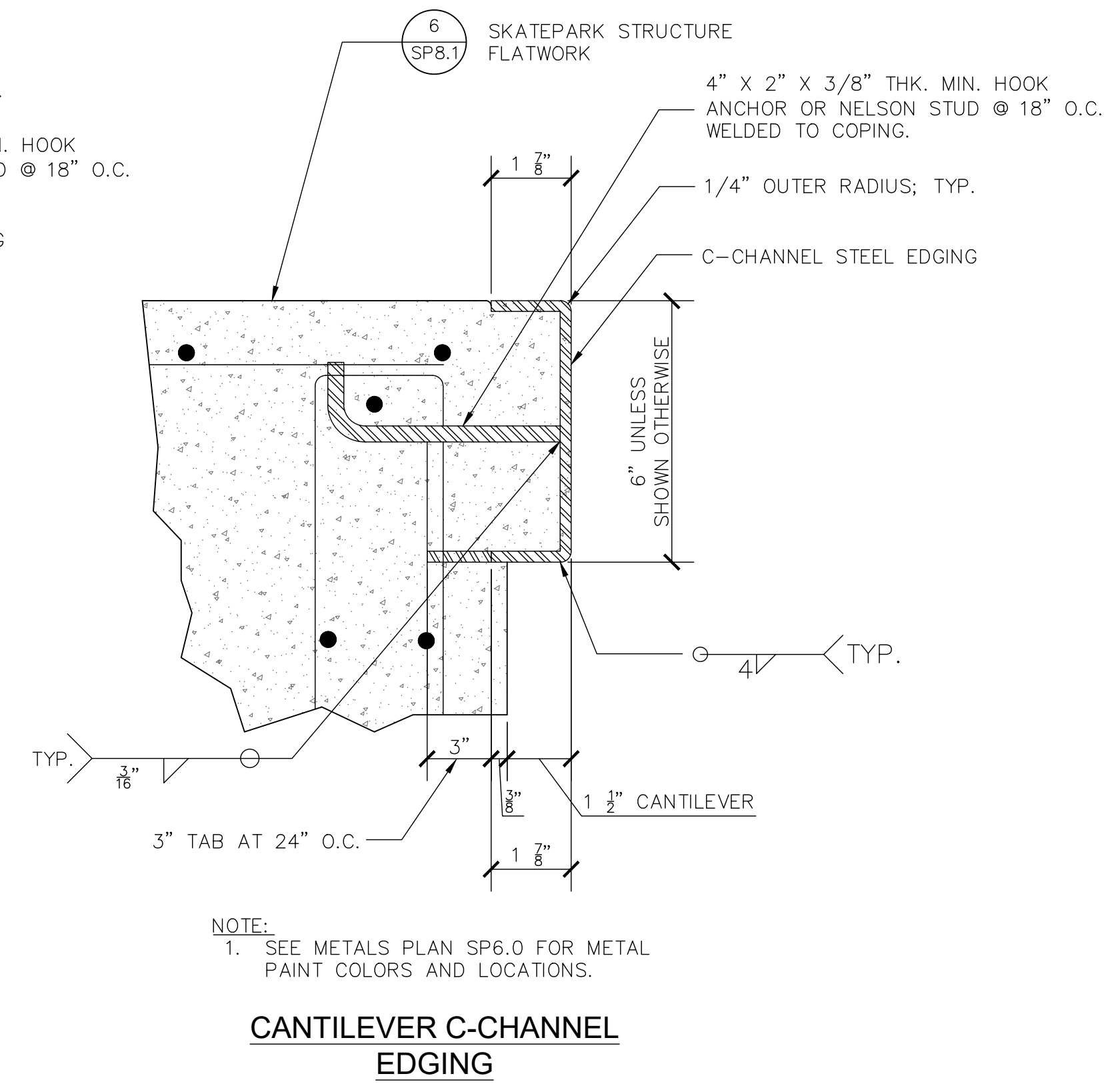
SHEET NUMBER

SP-8.1



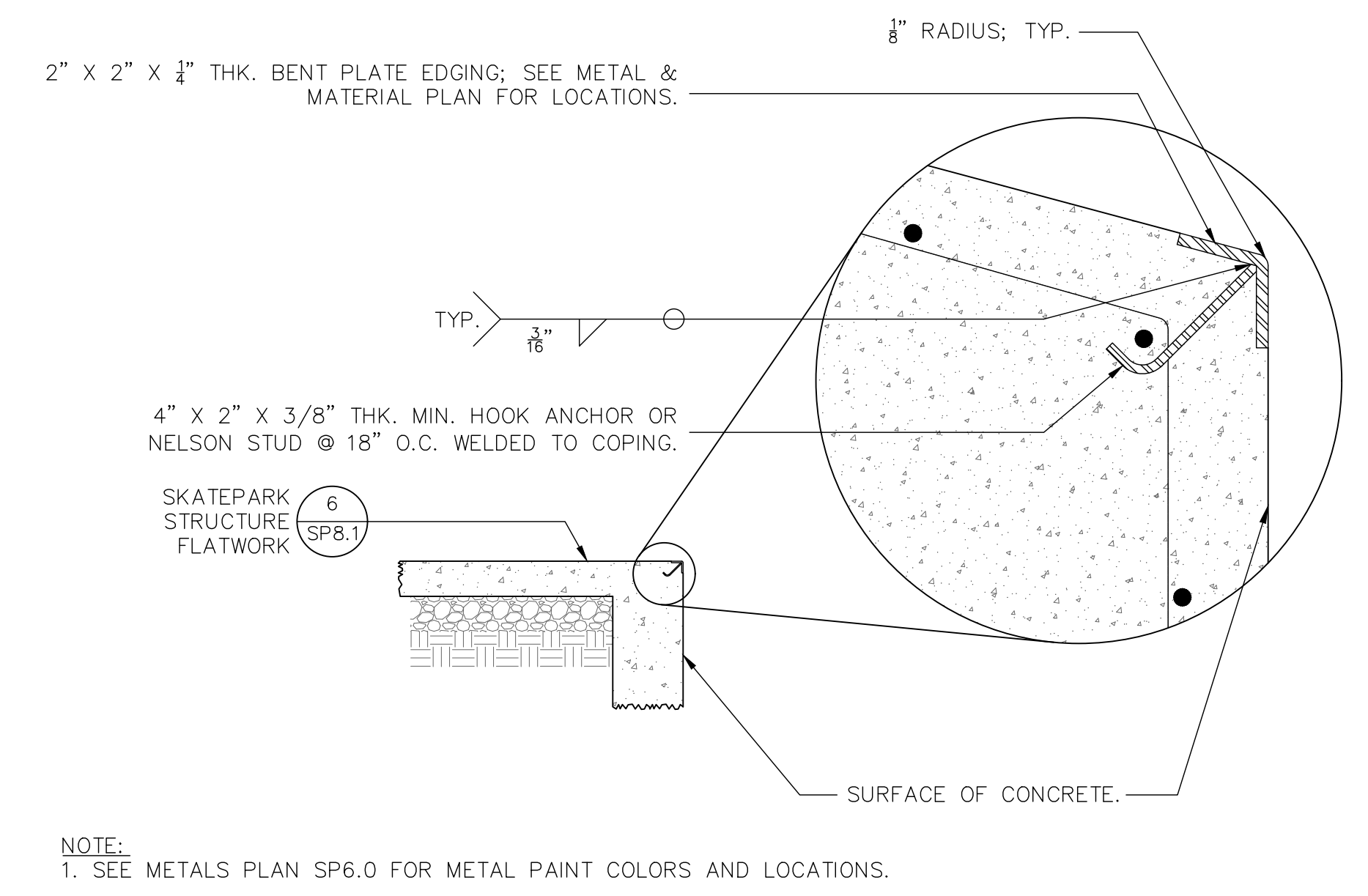
FLUSH C-CHANNEL EDGING

C-CHANNEL EDGING (FLUSH AND CANTILEVER)



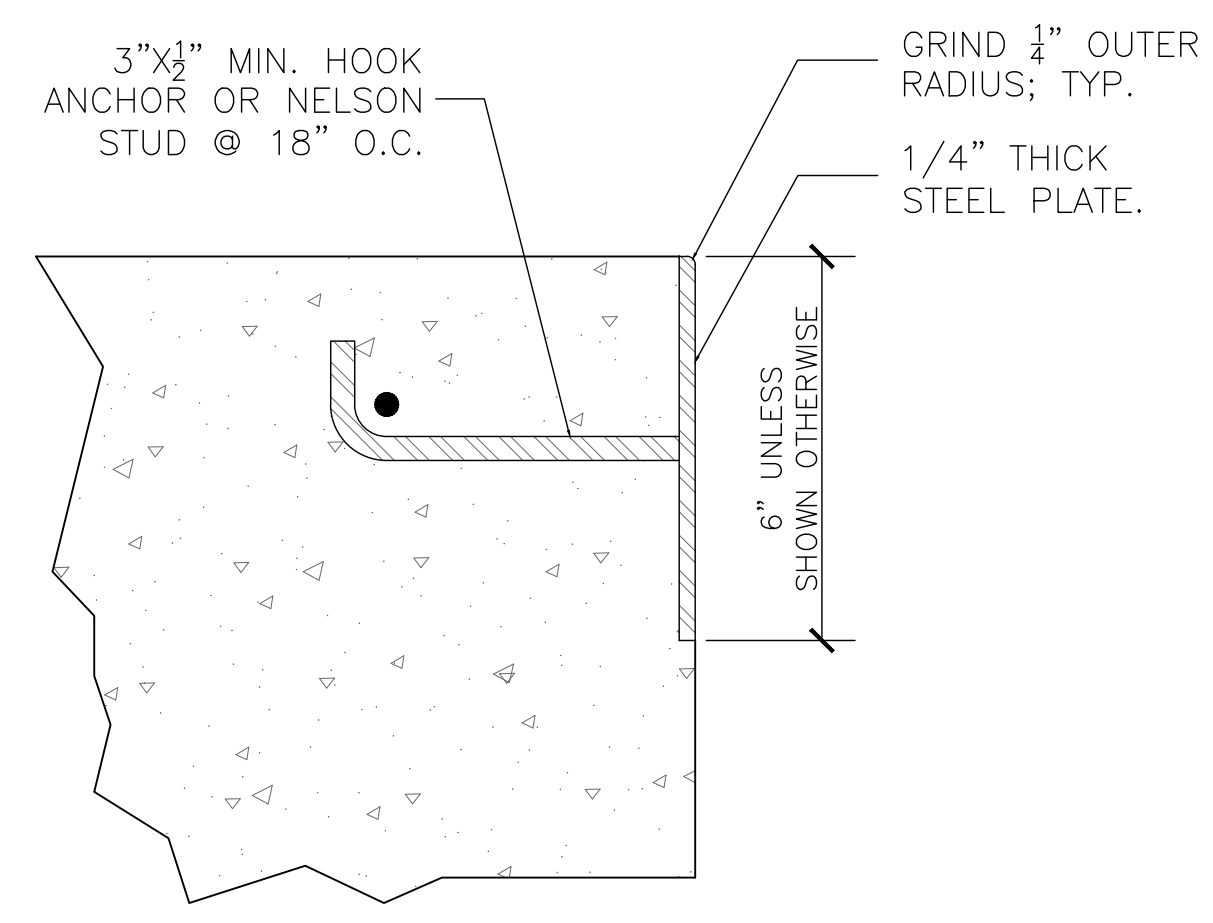
CANTILEVER C-CHANNEL EDGING

NTS 12



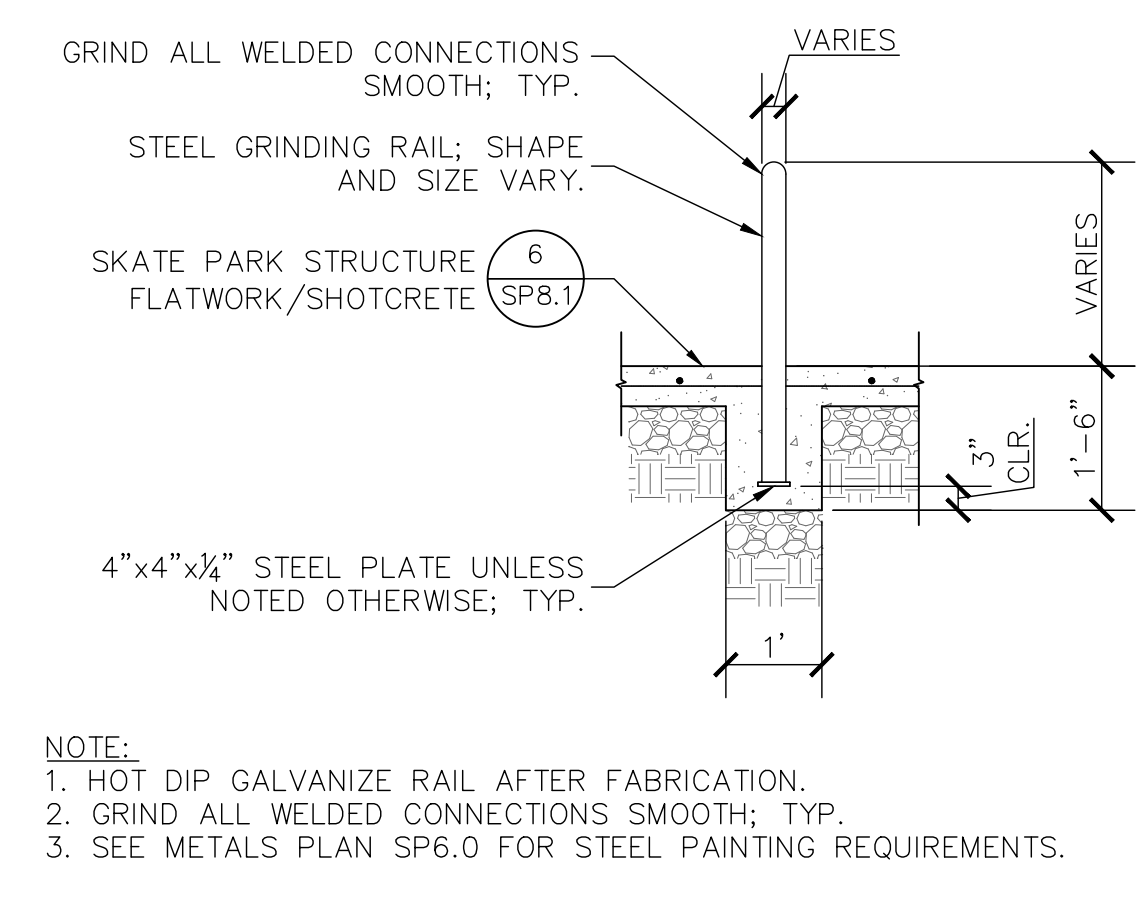
BENT PLATE EDGING

NTS 13



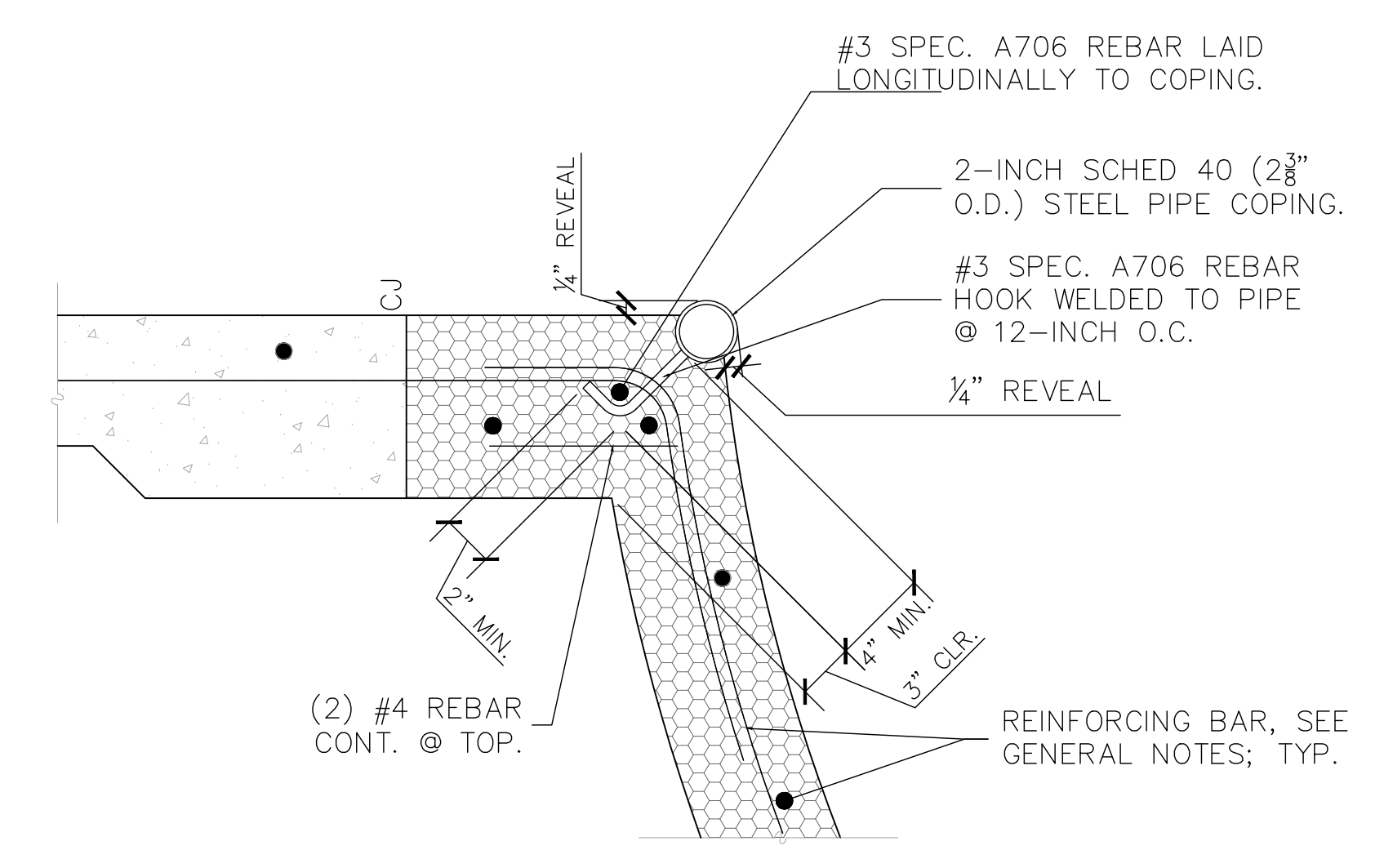
STEEL PLATE

NTS 14



SKATE RAIL FOOTING

1/2"=1'-0" 15



STEEL PIPE COPING

NTS 16

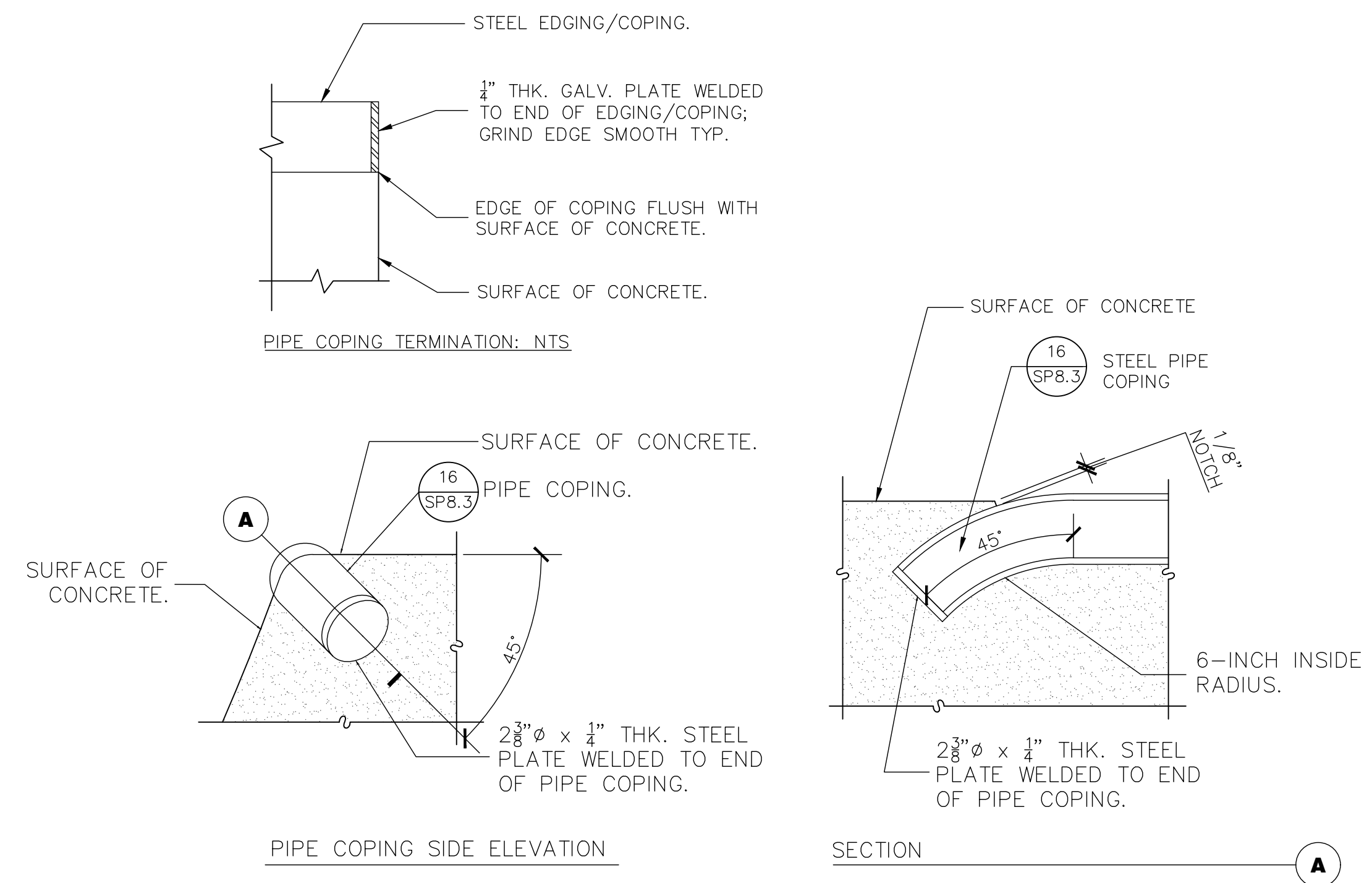
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SHEET TITLE:
STANDARD SKATEPARK DETAILS

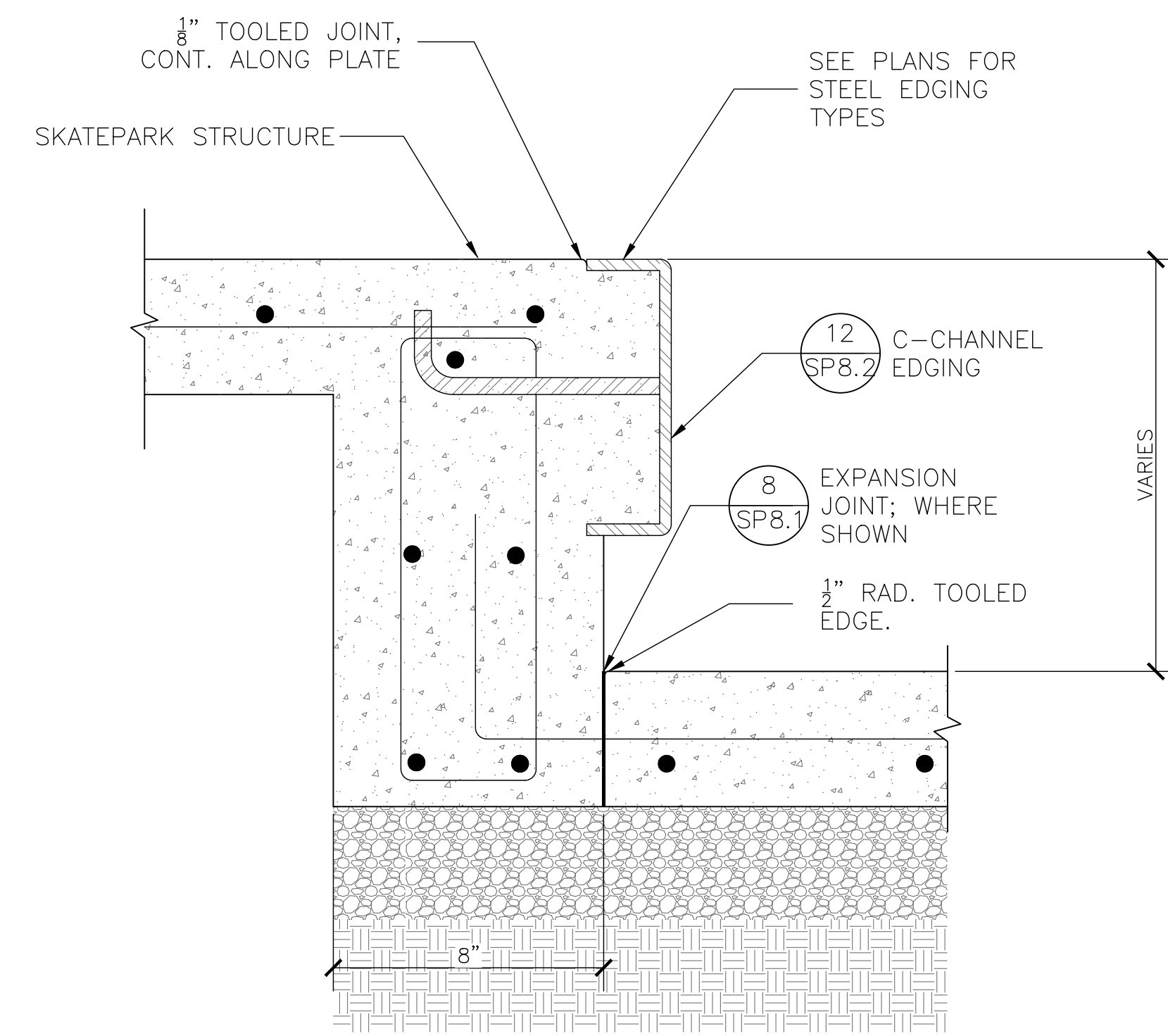
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SP-8.2



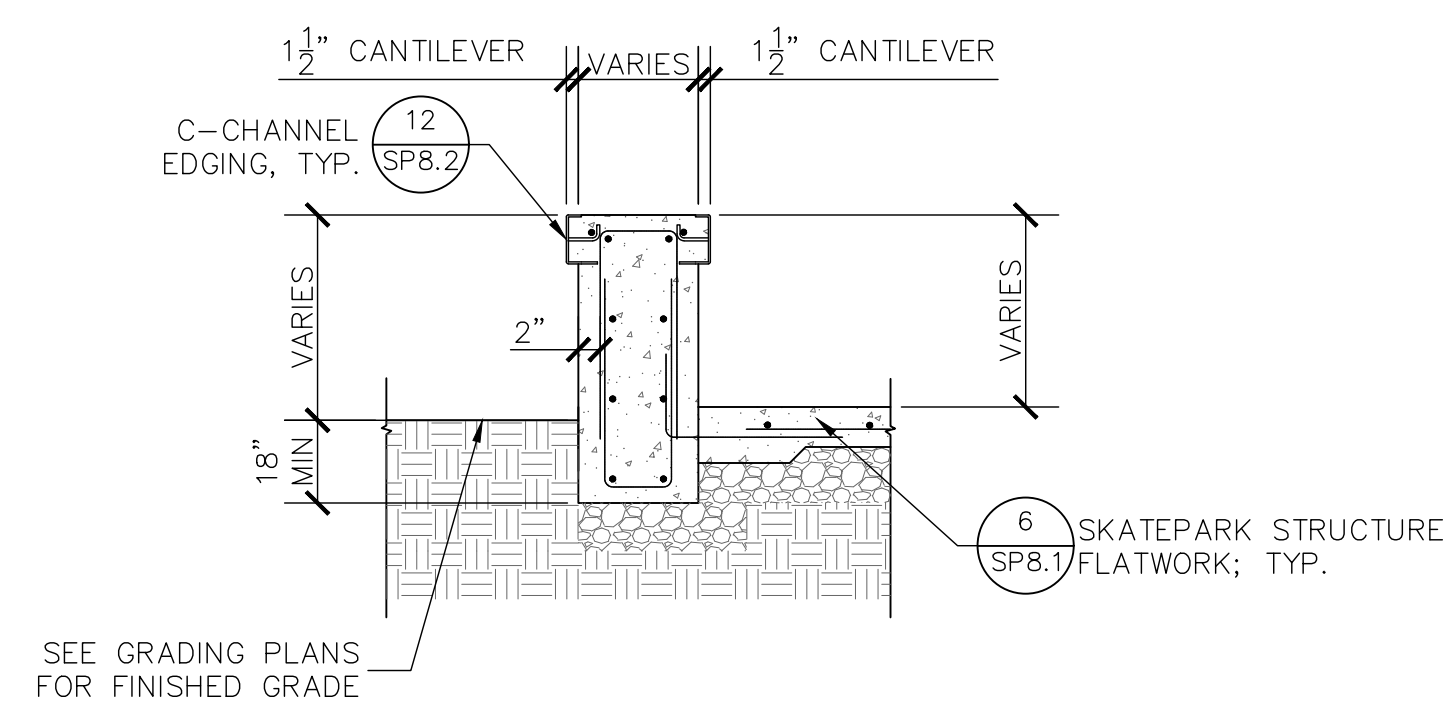
STEEL EDGING & PIPE COPING TERMINATION

NTS 17



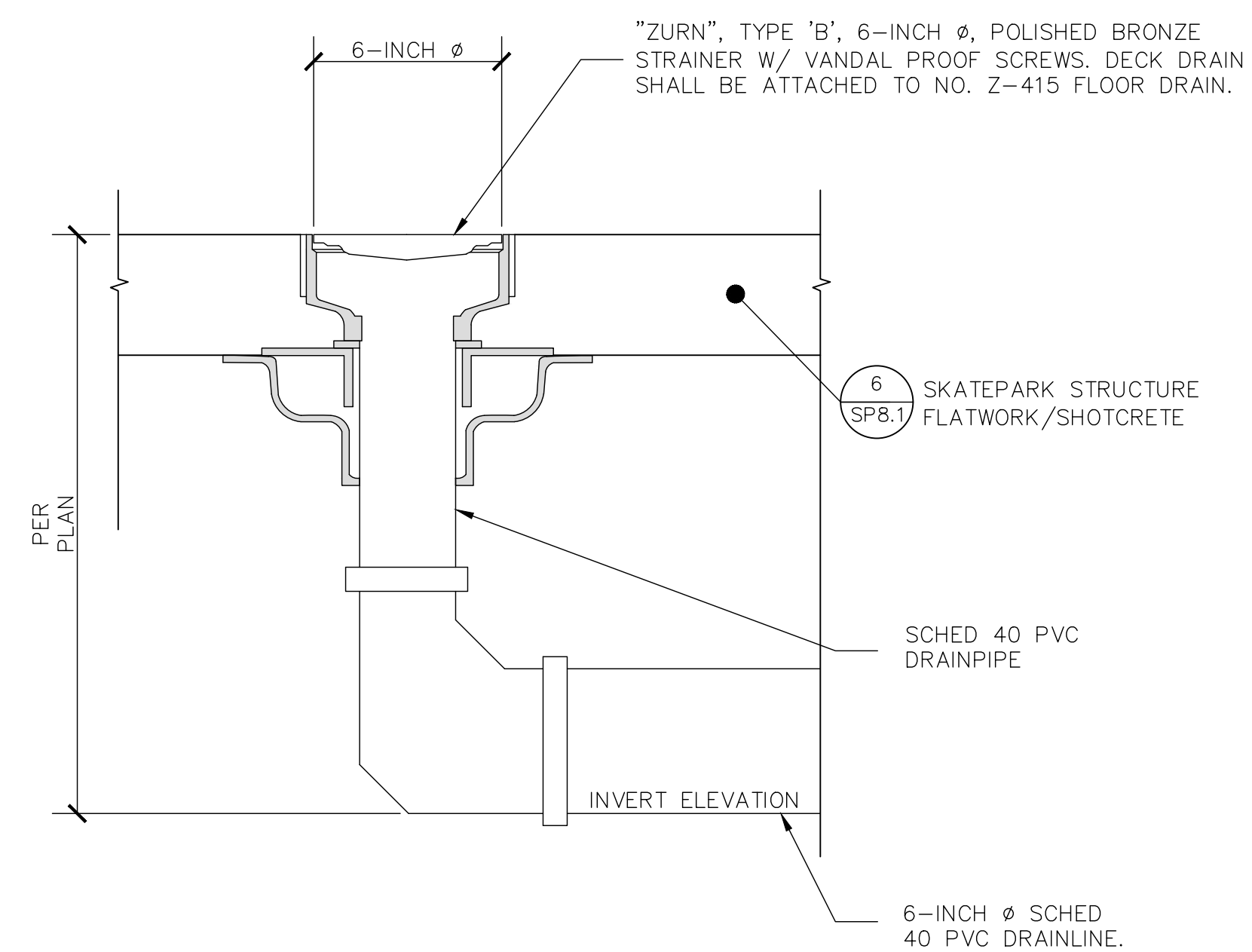
TURN DOWN WALL

NTS 18




CAST IN PLACE LEDGE WITH C-CHANNEL EDGING

NTS 19



(N) DECK DRAIN

NTS 20



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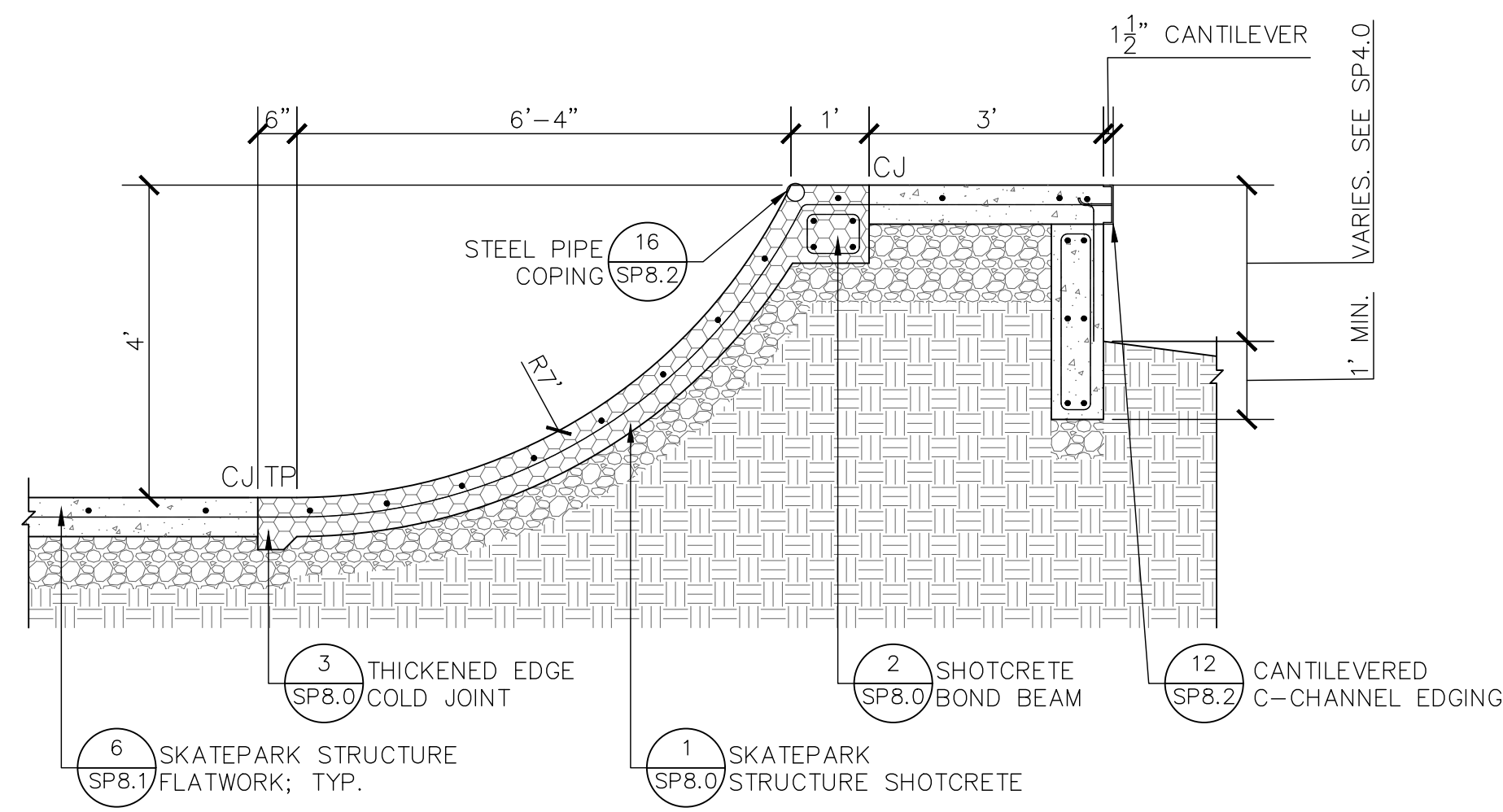
PROJECT:
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SHEET TITLE:
**STANDARD
SKATEPARK
DETAILS**

SHEET NUMBER

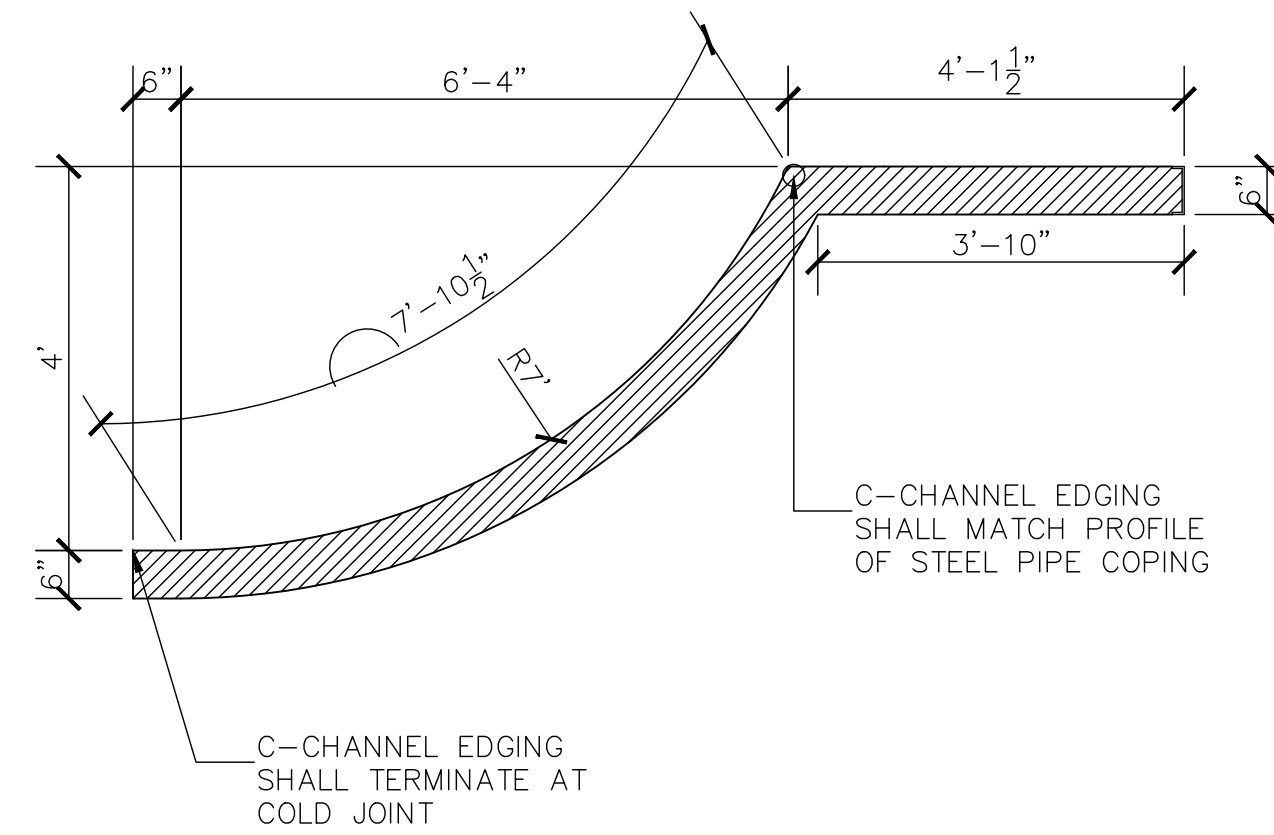
SP-8.3

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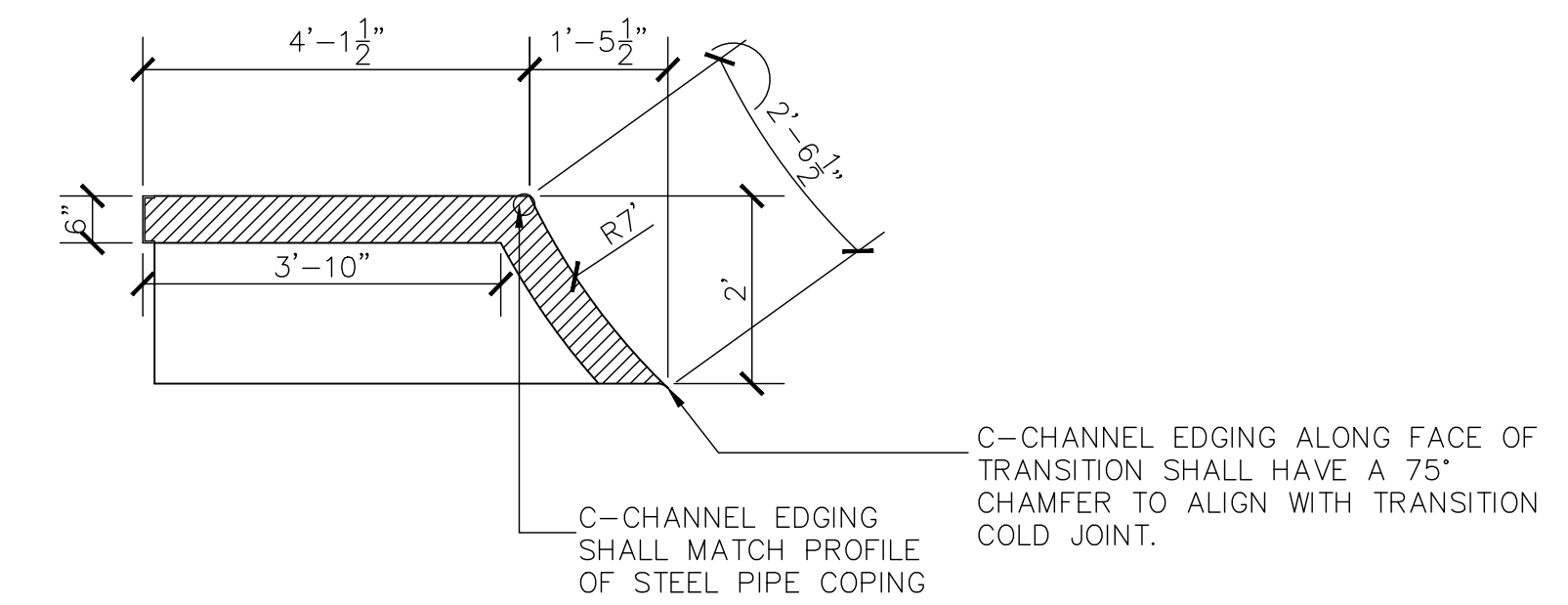
- NOTE:
- SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 - SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.
 - CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

4' QUARTER PIPE



- NOTE:
- C-CHANNEL SHALL MATCH PROFILE OF 4' QUARTER PIPE.
 - MIRROR THIS PROFILE FOR 4' QUARTER PIPE ALONG NORTHERN SIDE.
 - GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.

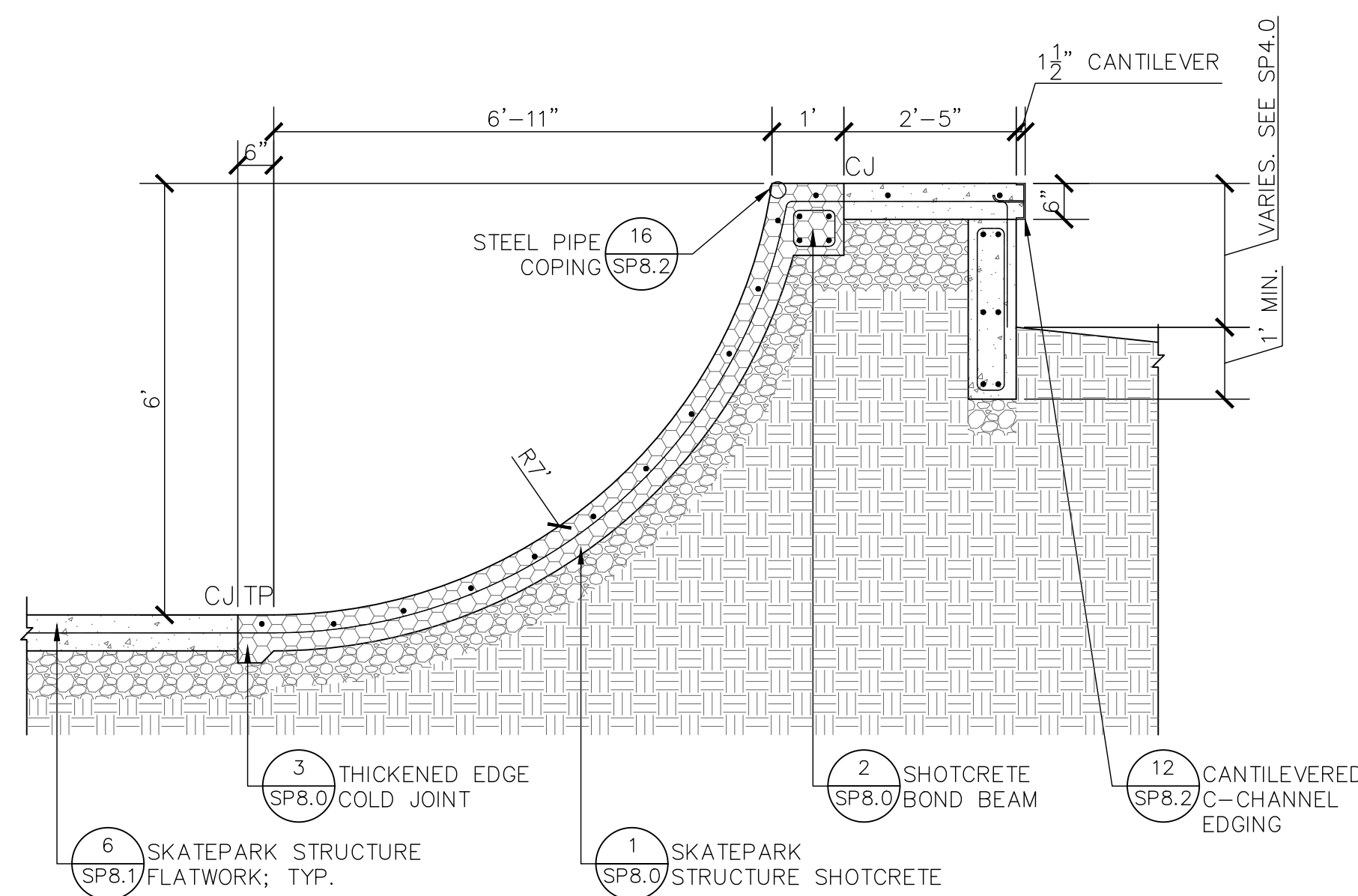
4' QUARTER PIPE C-CHANNEL LARGE END PROFILES



- NOTE:
- C-CHANNEL SHALL MATCH PROFILE OF 4' QUARTER PIPE AND 2' ROLL-IN.
 - SEE METALS PLAN SP6.0 FOR LOCATION.
 - GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.

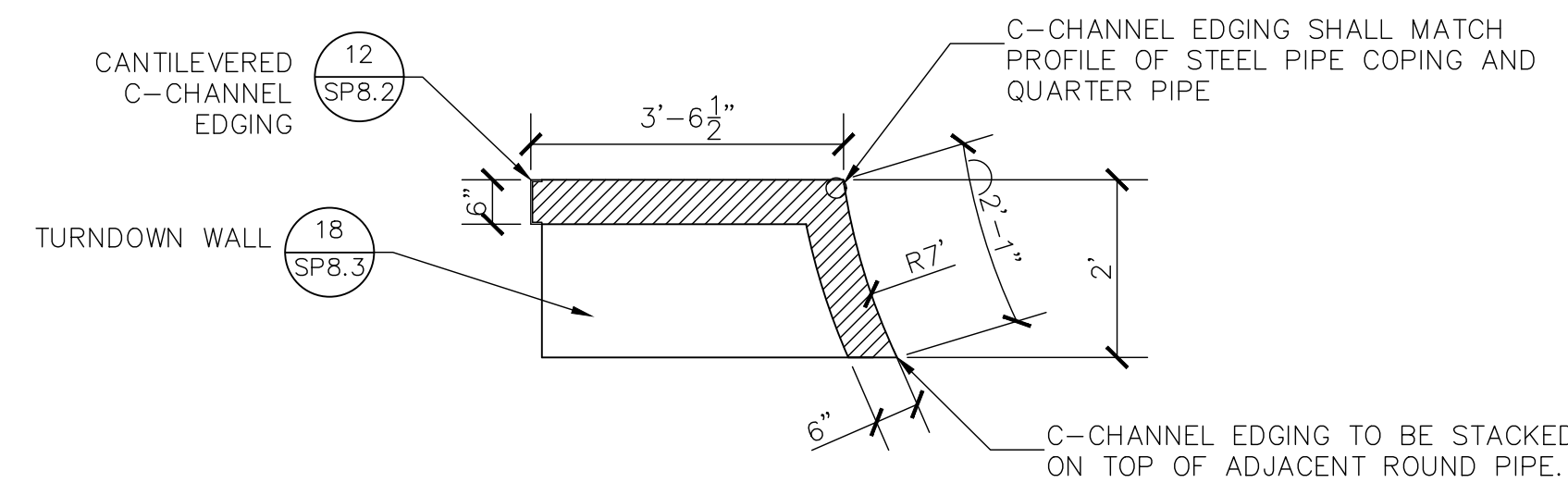
4' QUARTER PIPE C-CHANNEL SMALL END PROFILE

1/2"=1'-0" 1



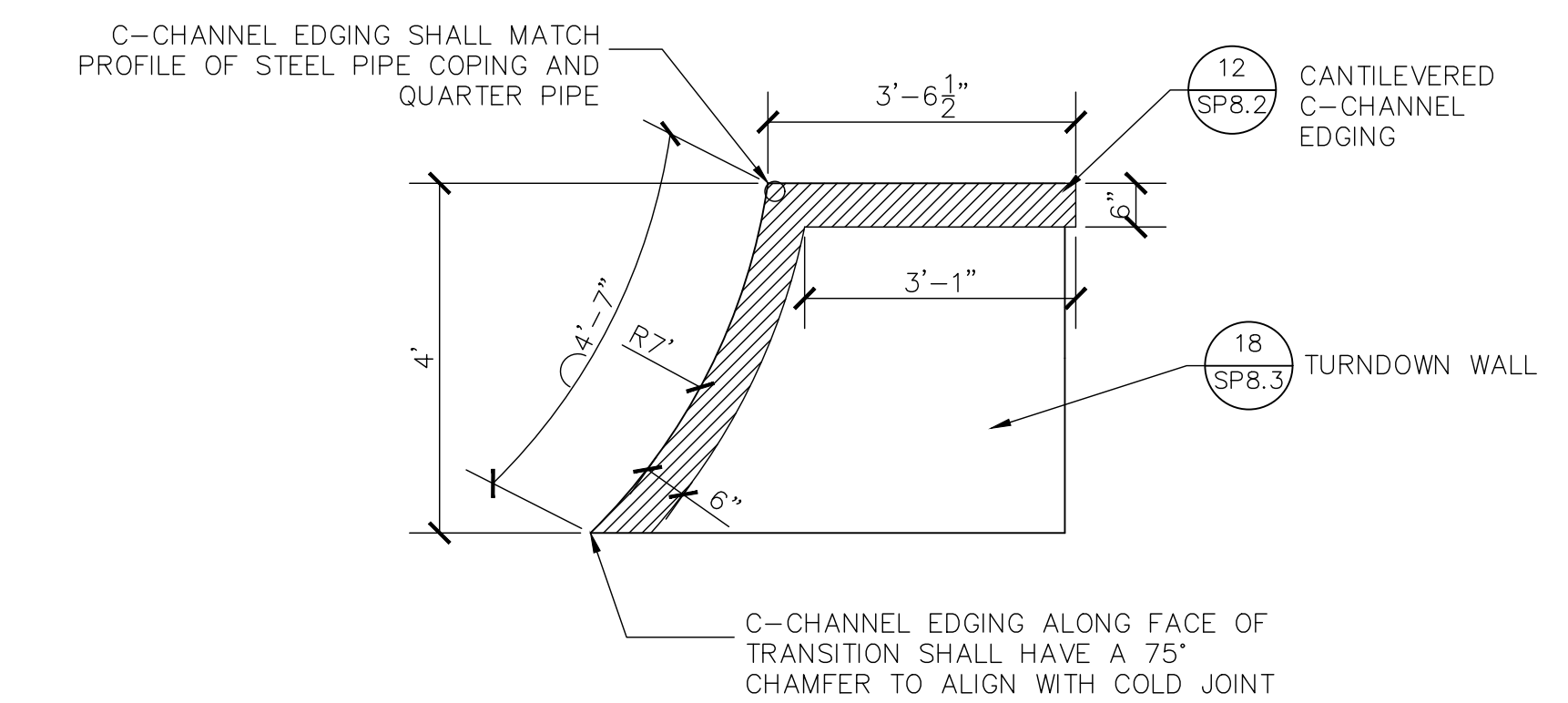
- NOTE:
- SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 - SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.
 - CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

6' QUARTER PIPE



- NOTE:
- GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.
 - C-CHANNEL SHALL MATCH PROFILE OF 6' QUARTER PIPE.

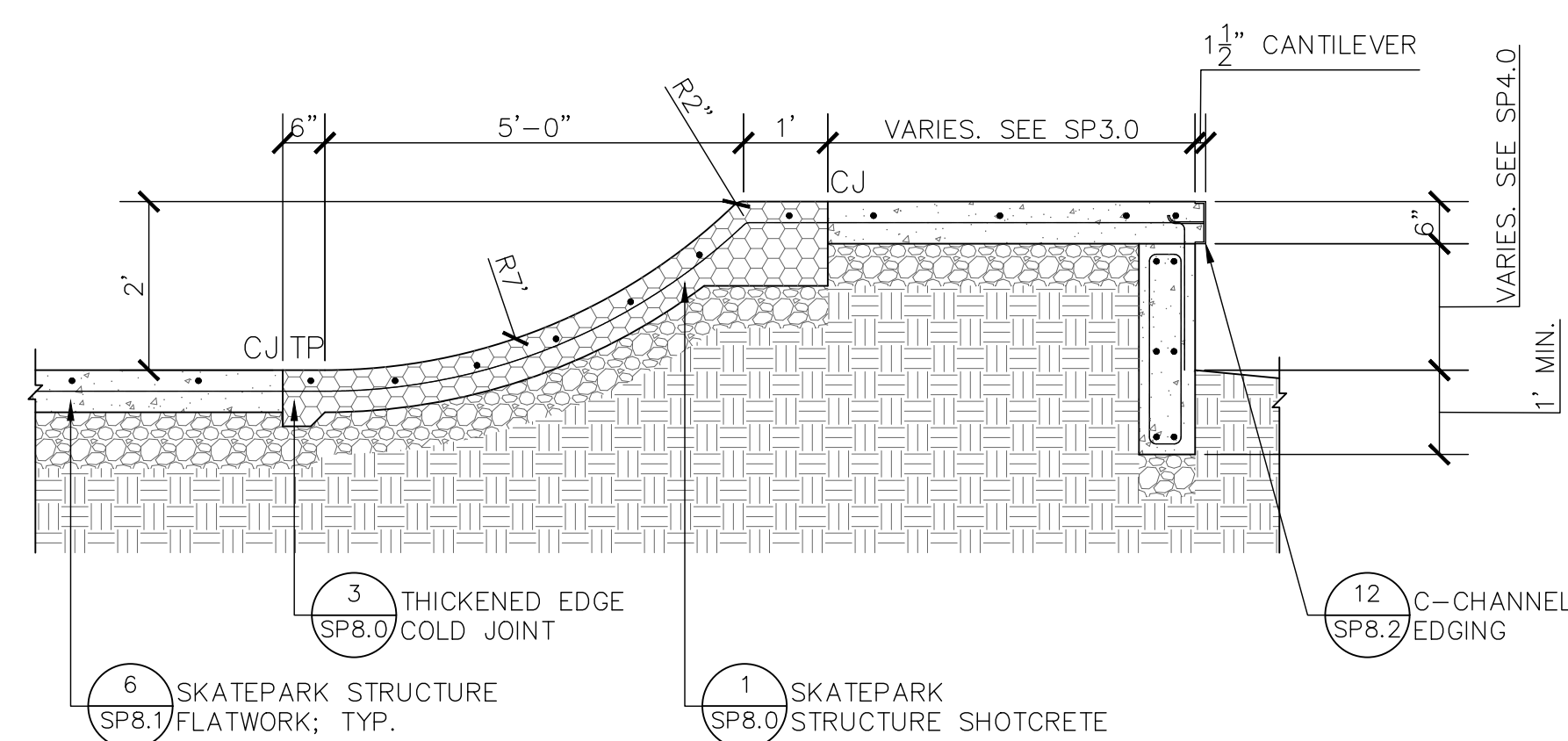
6' QUARTER PIPE NORTH SIDE C-CHANNEL PROFILE



- NOTE:
- GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.
 - C-CHANNEL SHALL MATCH PROFILE OF 6' QUARTER PIPE.

6' QUARTER PIPE SOUTH SIDE C-CHANNEL PROFILE

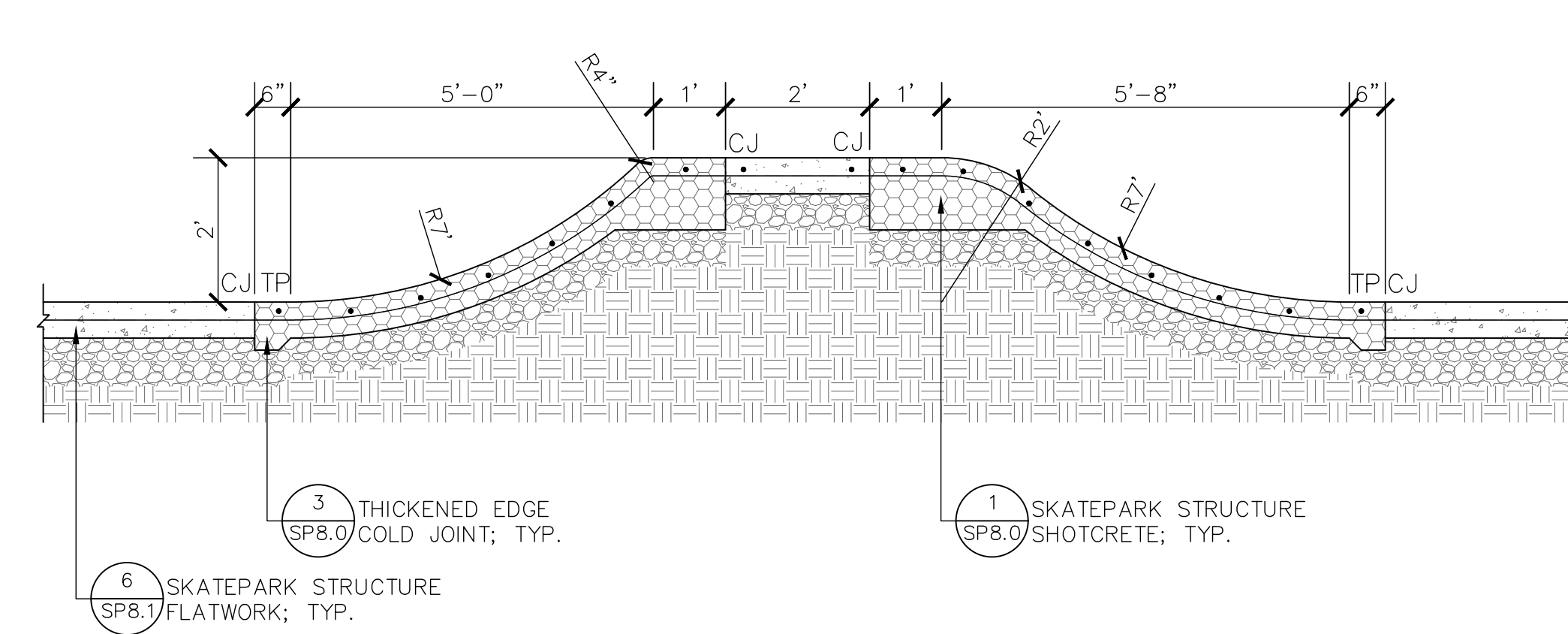
1/2"=1'-0" 2



- NOTE:
- SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 - SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.
 - CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

2' ROLL-IN

1/2"=1'-0" 3



- NOTE:
- SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 - SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

2' JUMP BOX

1/2"=1'-0" 4

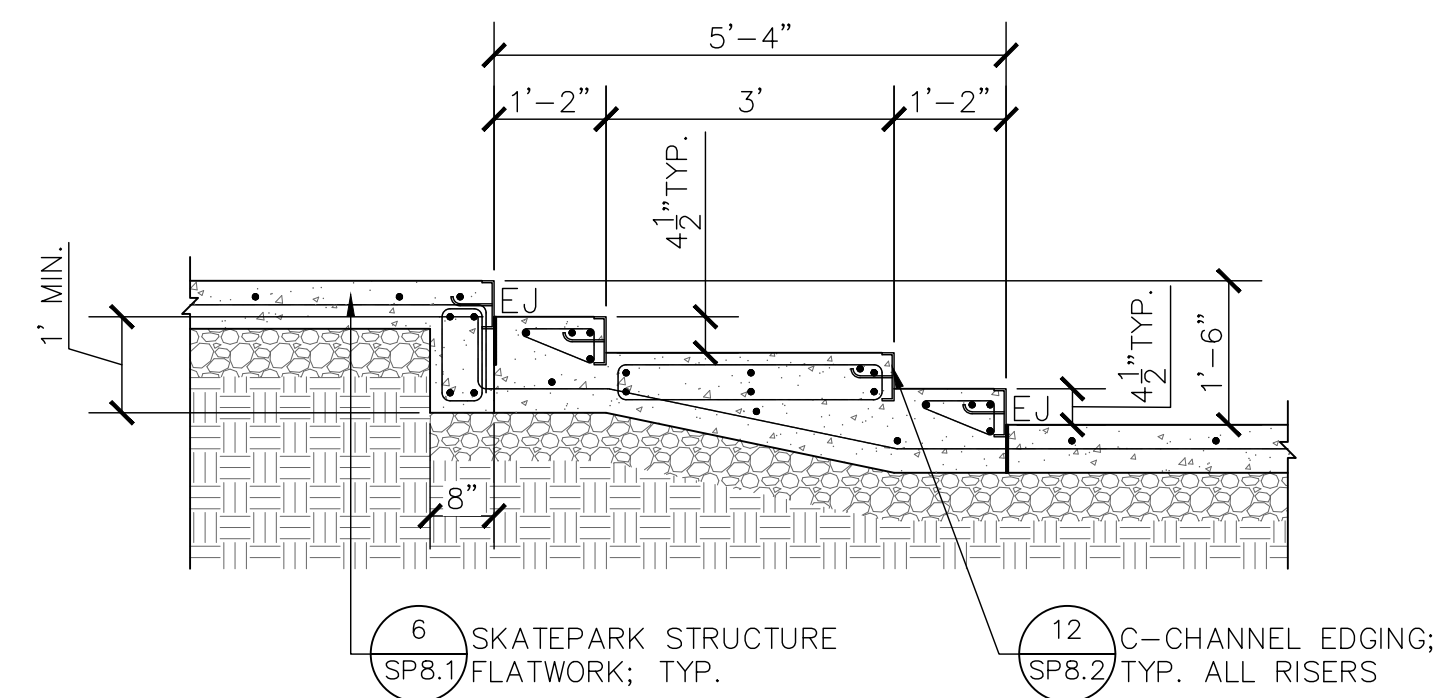
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DETAILS

SHEET NUMBER

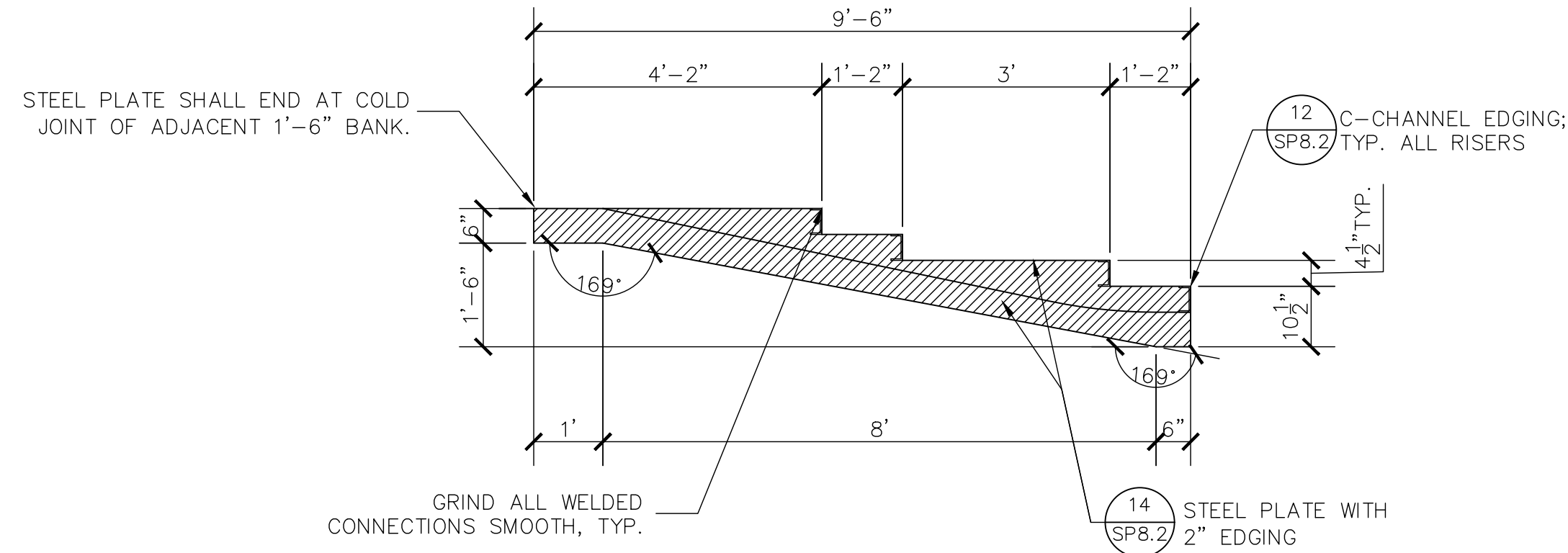
SP-9.0



NOTE:
1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

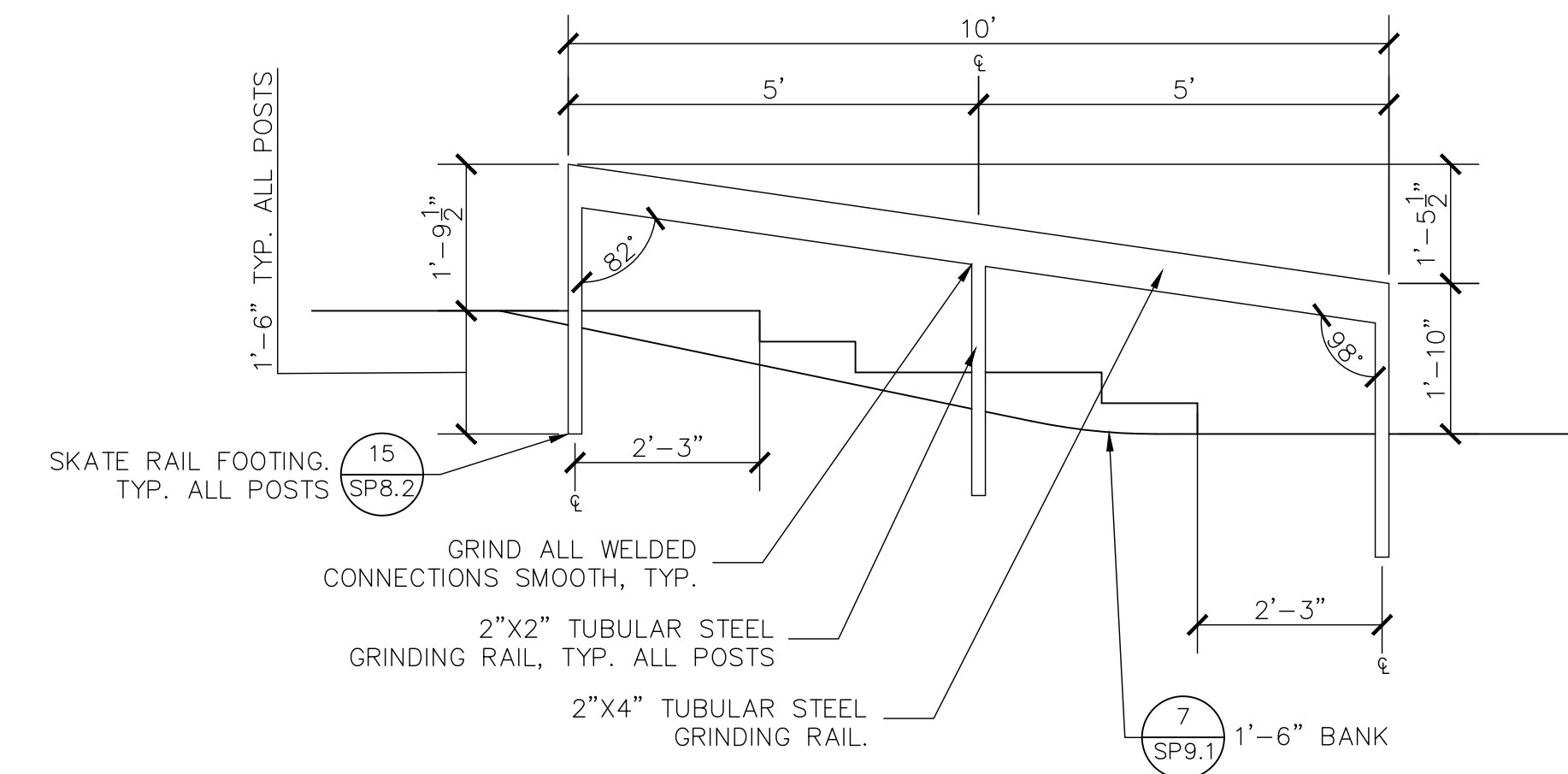
2-FLAT-2

1/2"=1'-0" 5



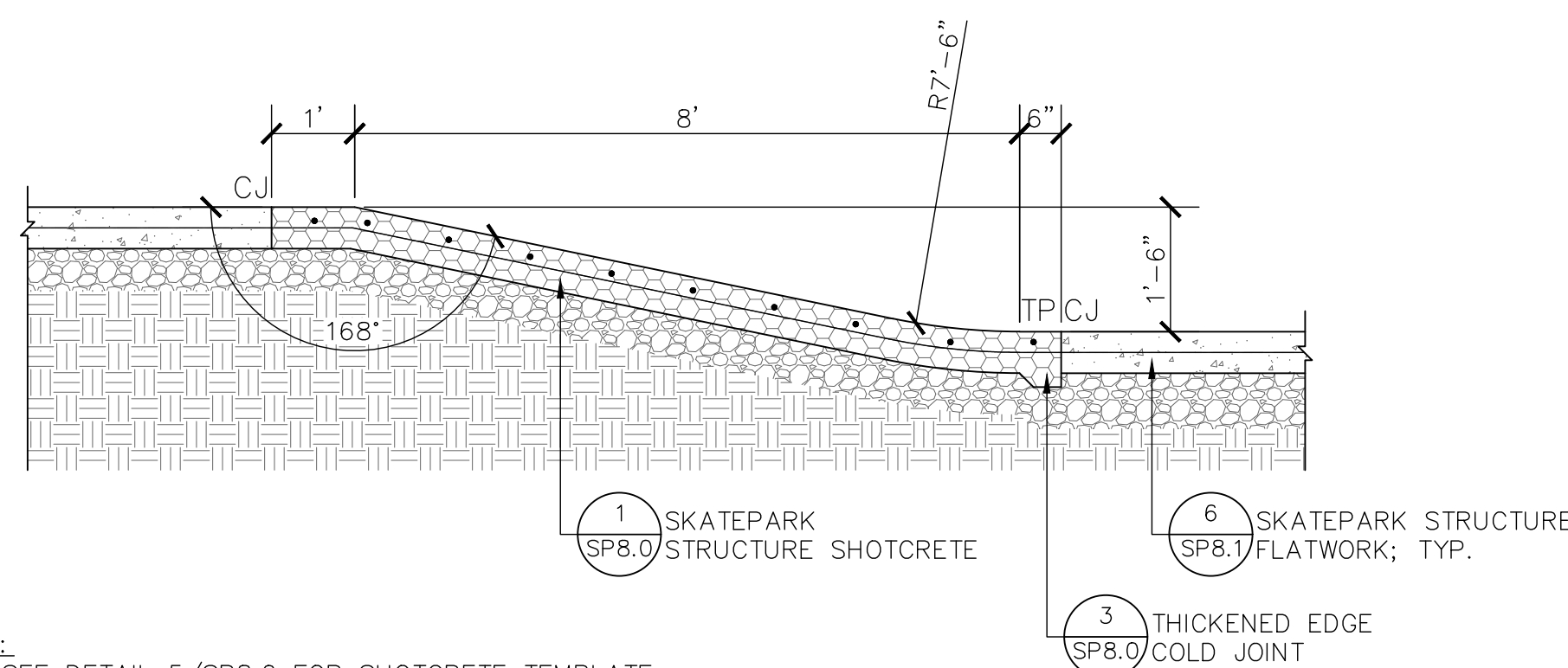
NOTE:
1. STEEL PLATE TO MATCH PROFILE OF 2-FLAT-2.
2. SEE LAYOUT PLAN SP3.0 FOR MORE INFORMATION.
3. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.
4. MIRROR THIS PROFILE FOR NORTH SIDE OF 2-FLAT-2.

2-FLAT-2 METAL PROFILES



2-FLAT-2 DOWN RAIL

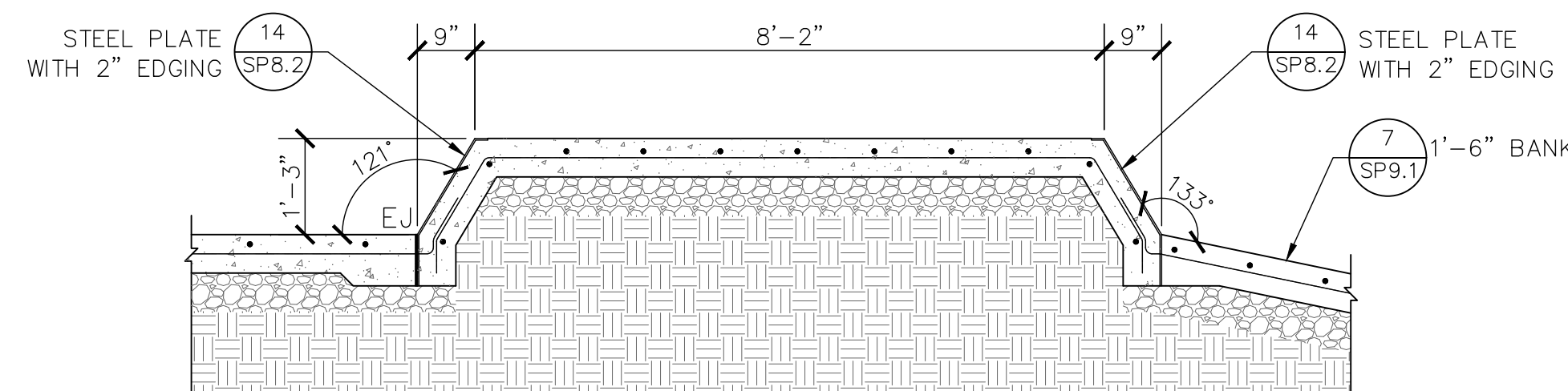
1/2"=1'-0" 6



NOTE:
1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

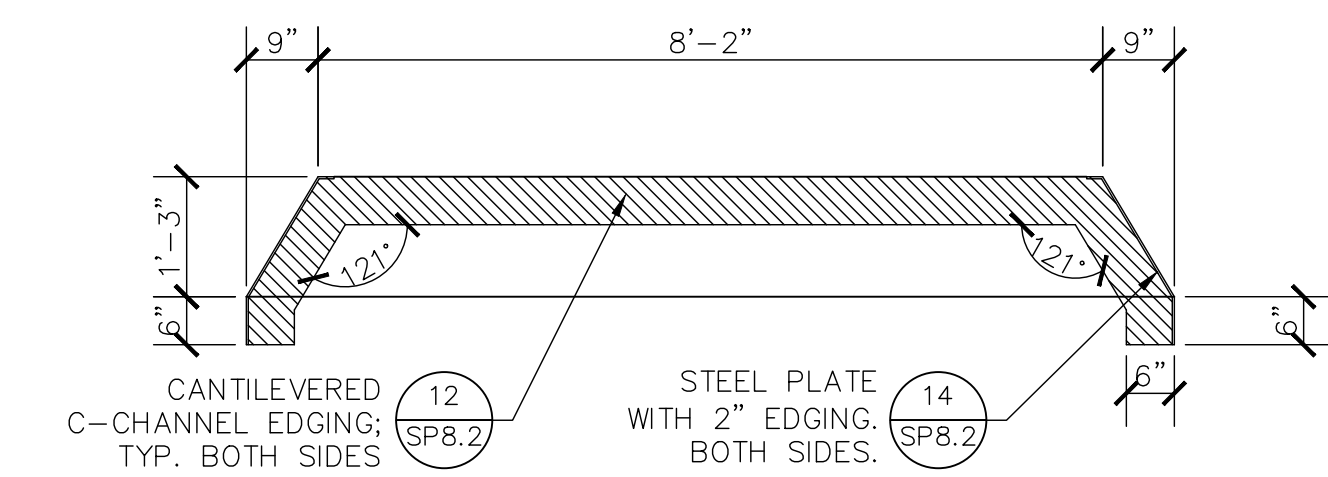
1'-6" BANK

1/2"=1'-0" 7



NOTE:
1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

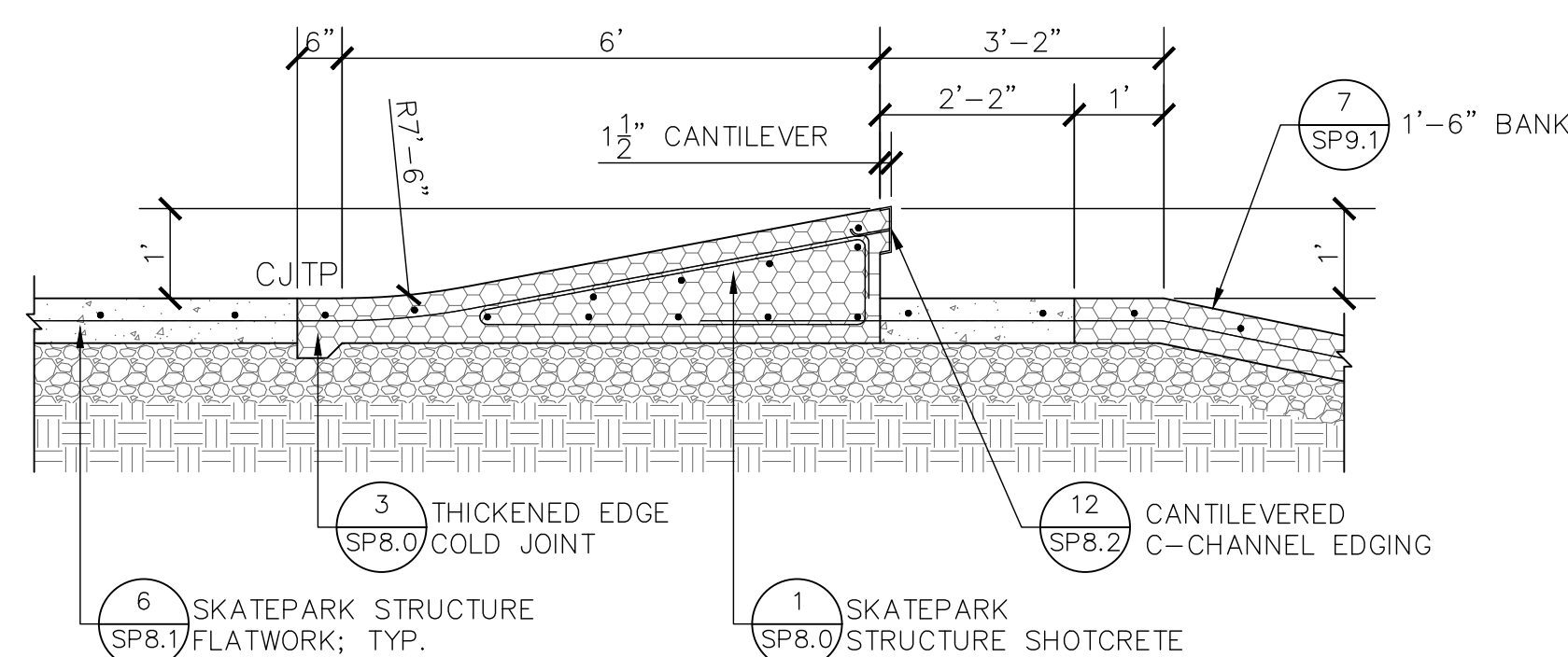
WALLY LEDGE



NOTE:
1. STEEL PLATE AND C-CHANNEL EDGINGS SHALL MATCH ANGLE PROFILES OF WALLY LEDGE.
2. SEE LAYOUT PLAN SP3.0 FOR MORE INFORMATION.
3. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.
4. MIRROR THIS PROFILE FOR NORTH SIDE OF WALLY LEDGE.

WALLY LEDGE METAL PROFILES

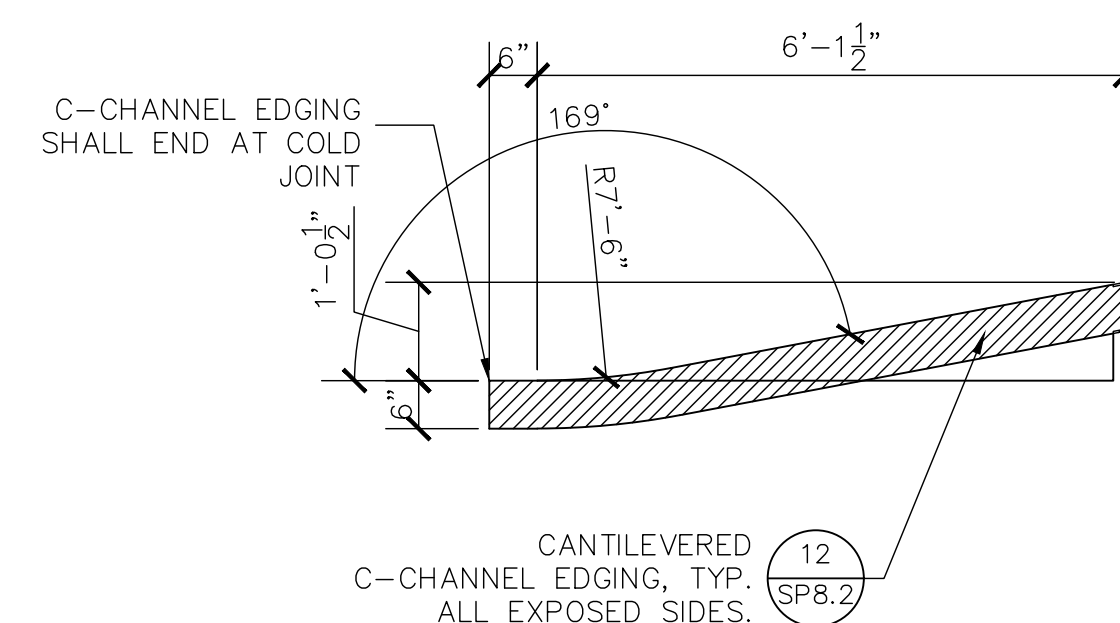
1/2"=1'-0" 8



NOTE:
1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

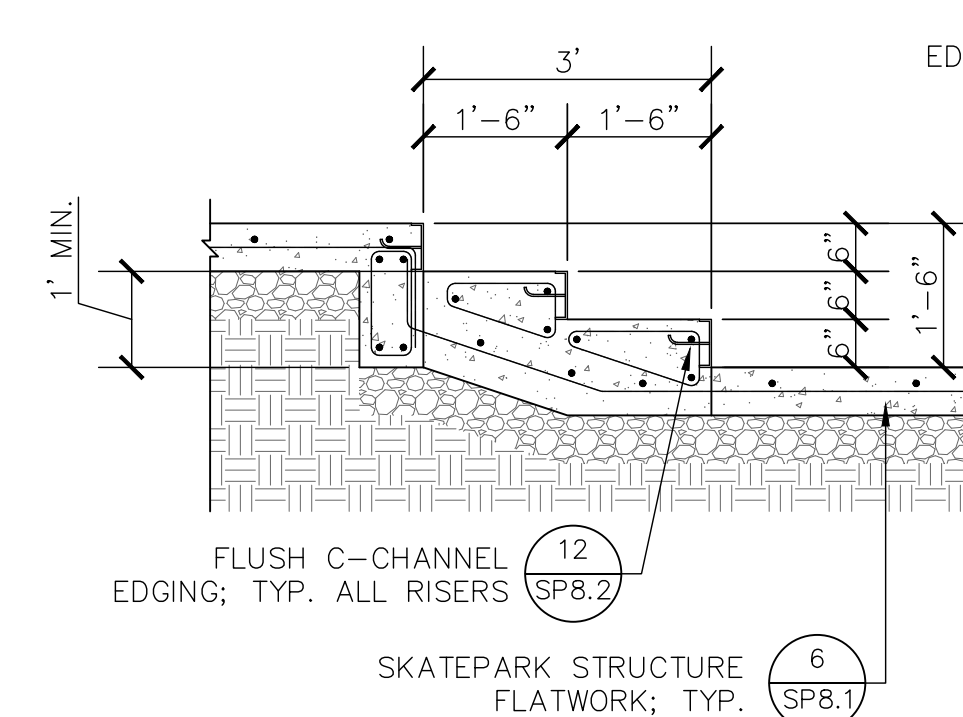
1'-0" KICKER

1/2"=1'-0" 9



NOTE:
1. C-CHANNEL EDGING SHALL MATCH PROFILE OF 1'-0" KICKER.
2. SEE METALS LAYOUT PLAN SP6.0 FOR MORE INFORMATION.
3. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.
4. MIRROR THIS PROFILE FOR NORTH SIDE OF 1'-0" KICKER.

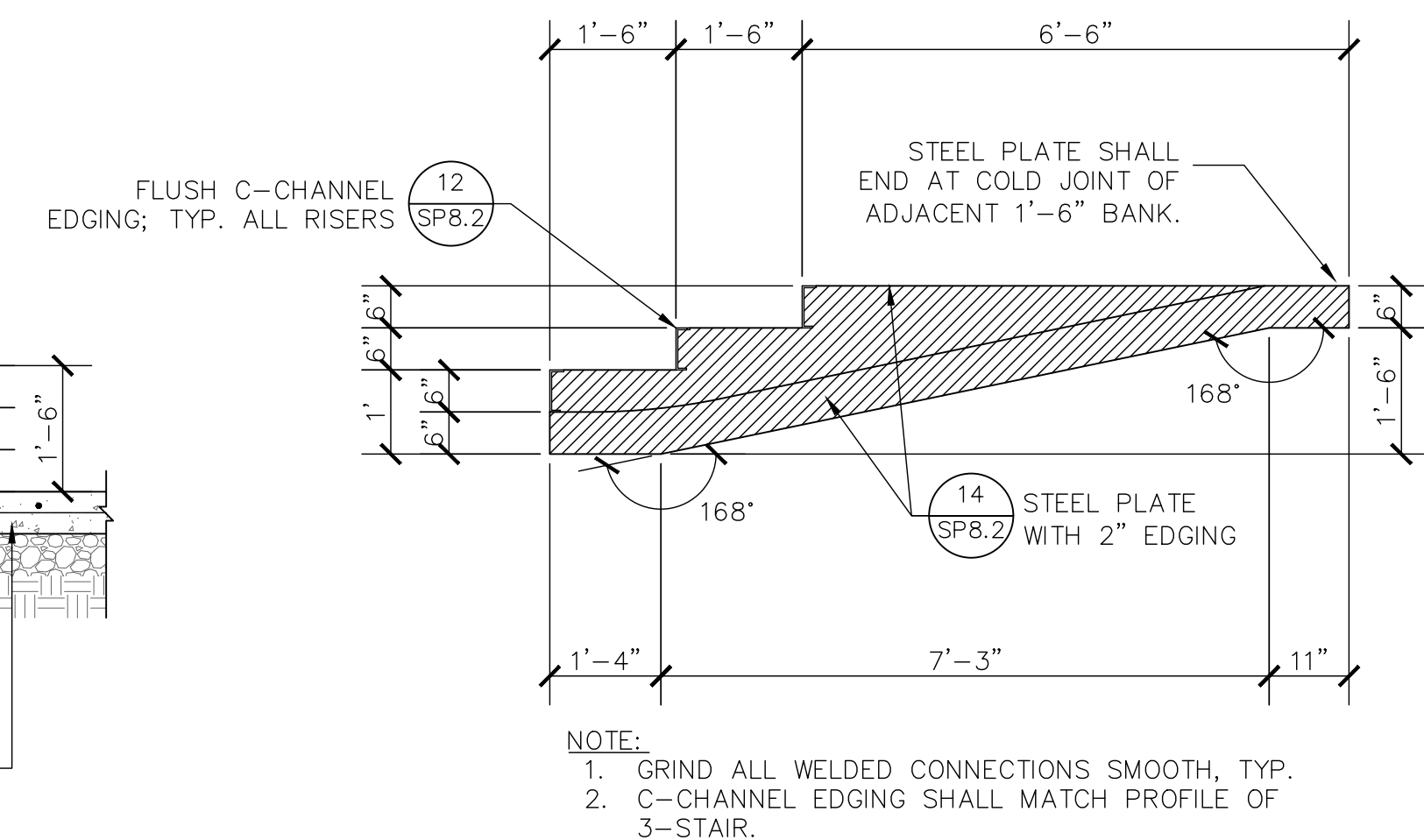
1'-0" KICKER METAL PROFILES



NOTE:
1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

3-STAIR

1/2"=1'-0" 10



NOTE:
1. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.
2. C-CHANNEL EDGING SHALL MATCH PROFILE OF 3-STAIR.

3-STAIR METAL PROFILE

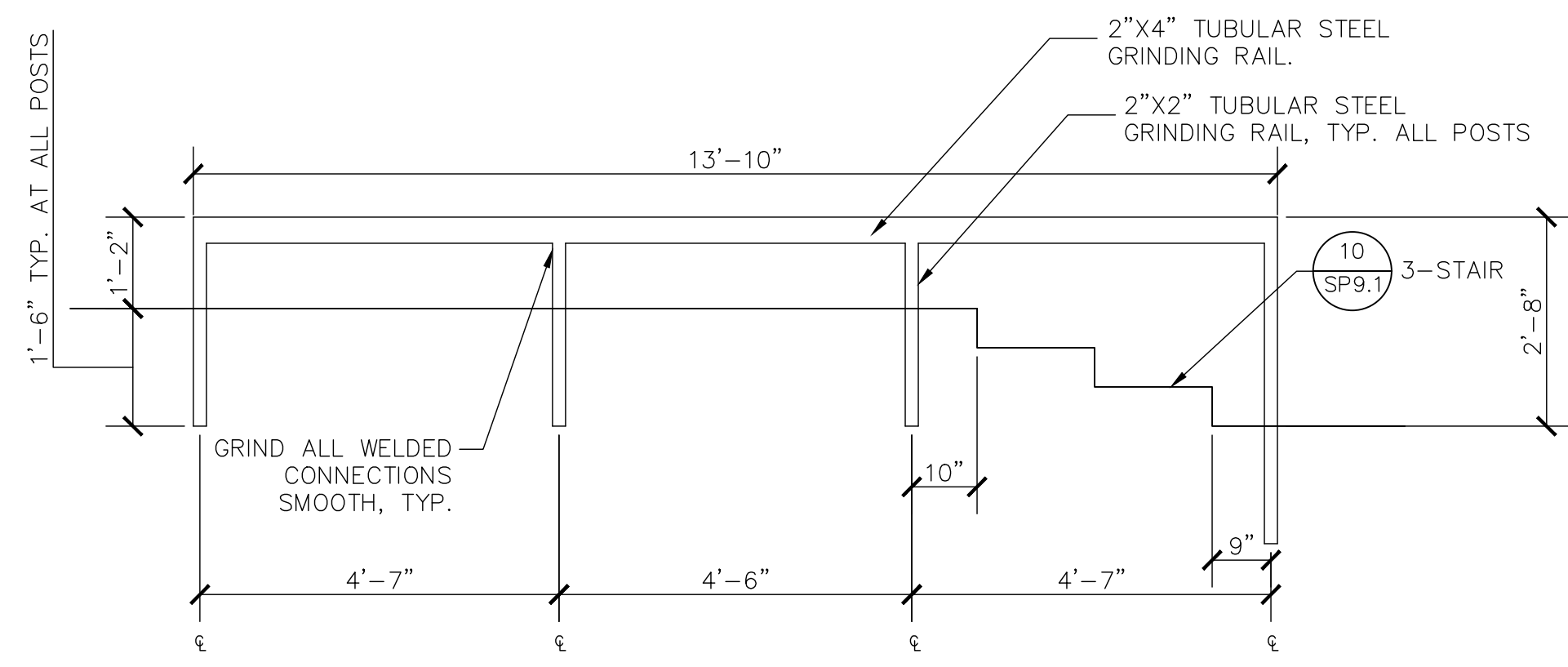
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

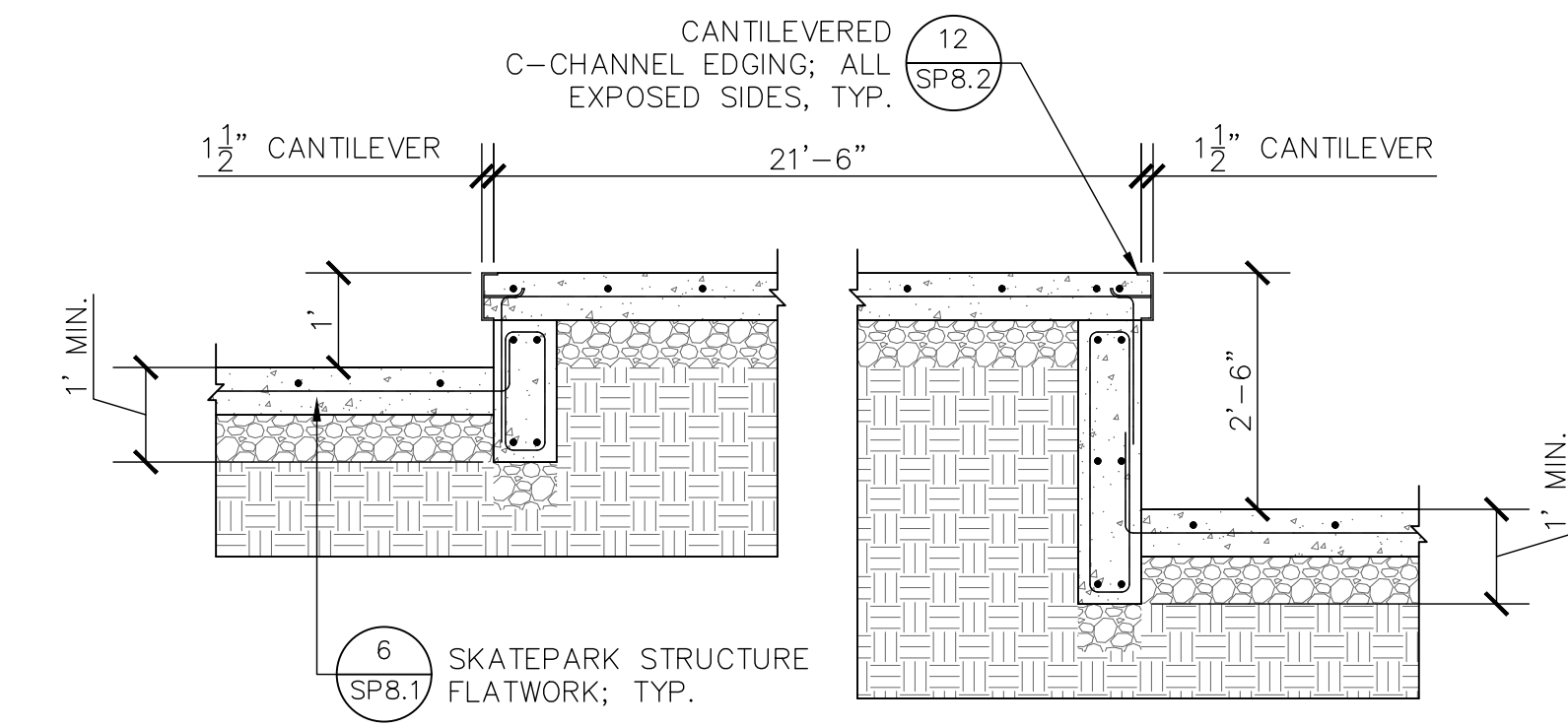
SHEET TITLE:
SKATEPARK
DETAILS

SHEET NUMBER

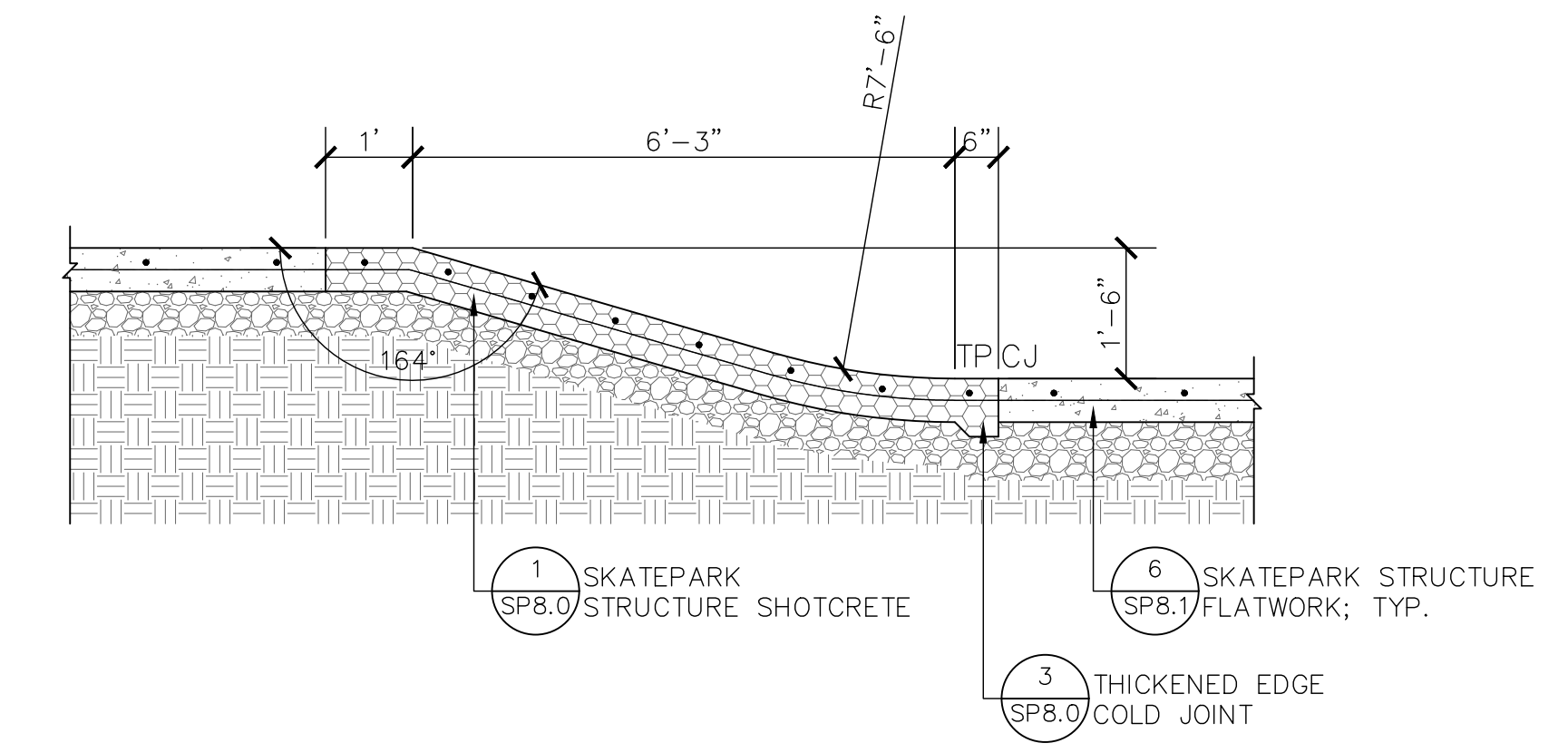
SP-9.1



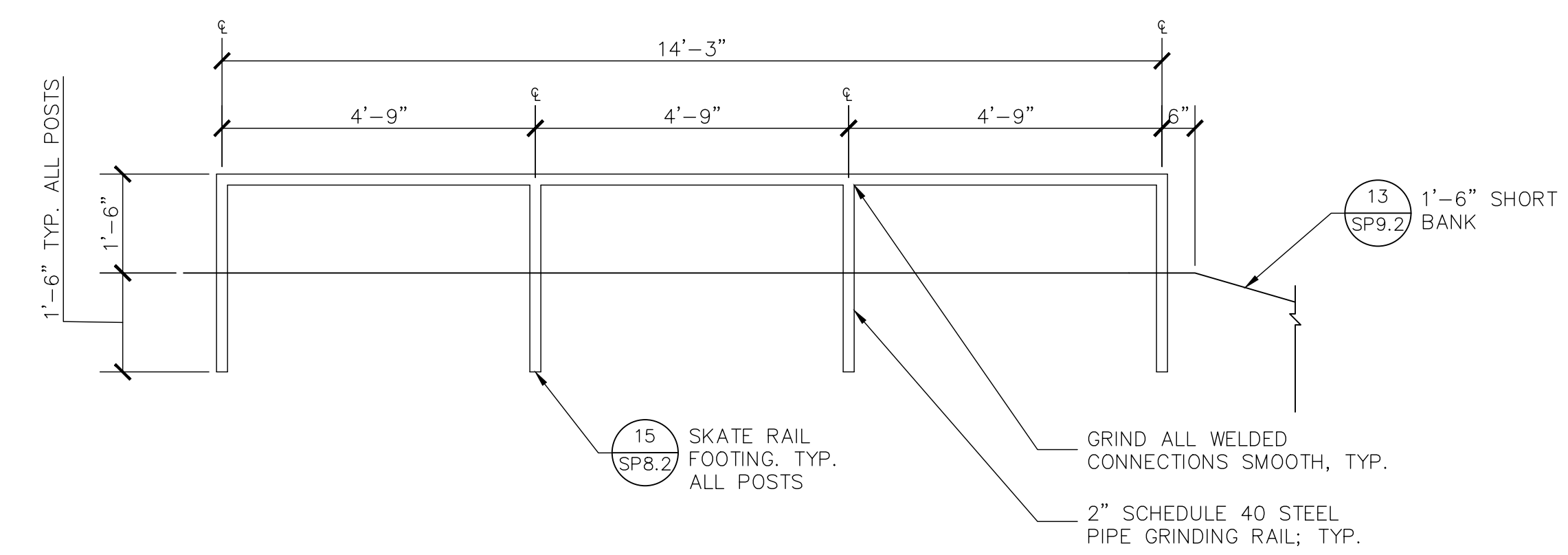
OUT RAIL 1/2"=1'-0" **11**



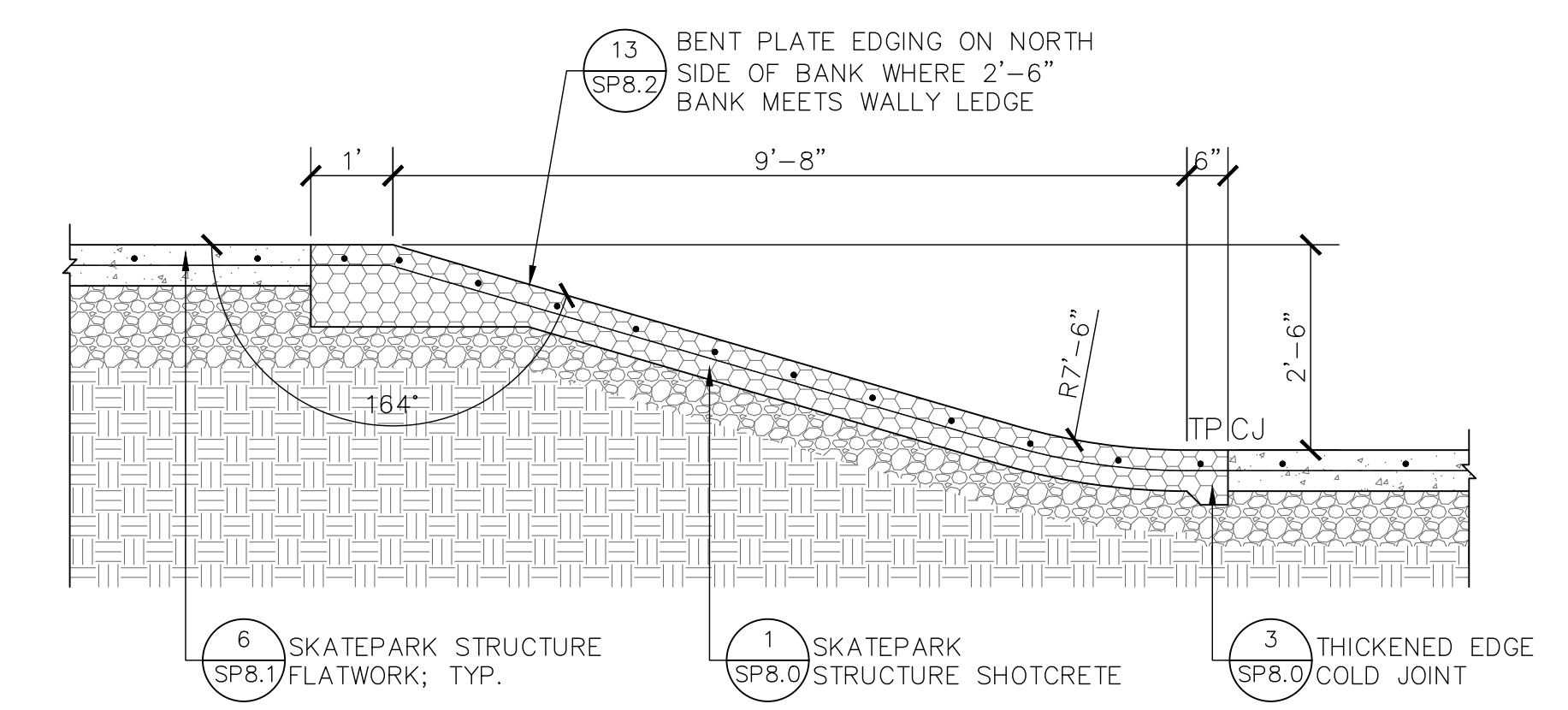
OUT LEDGE / MANUAL PAD 1/2"=1'-0" **12**



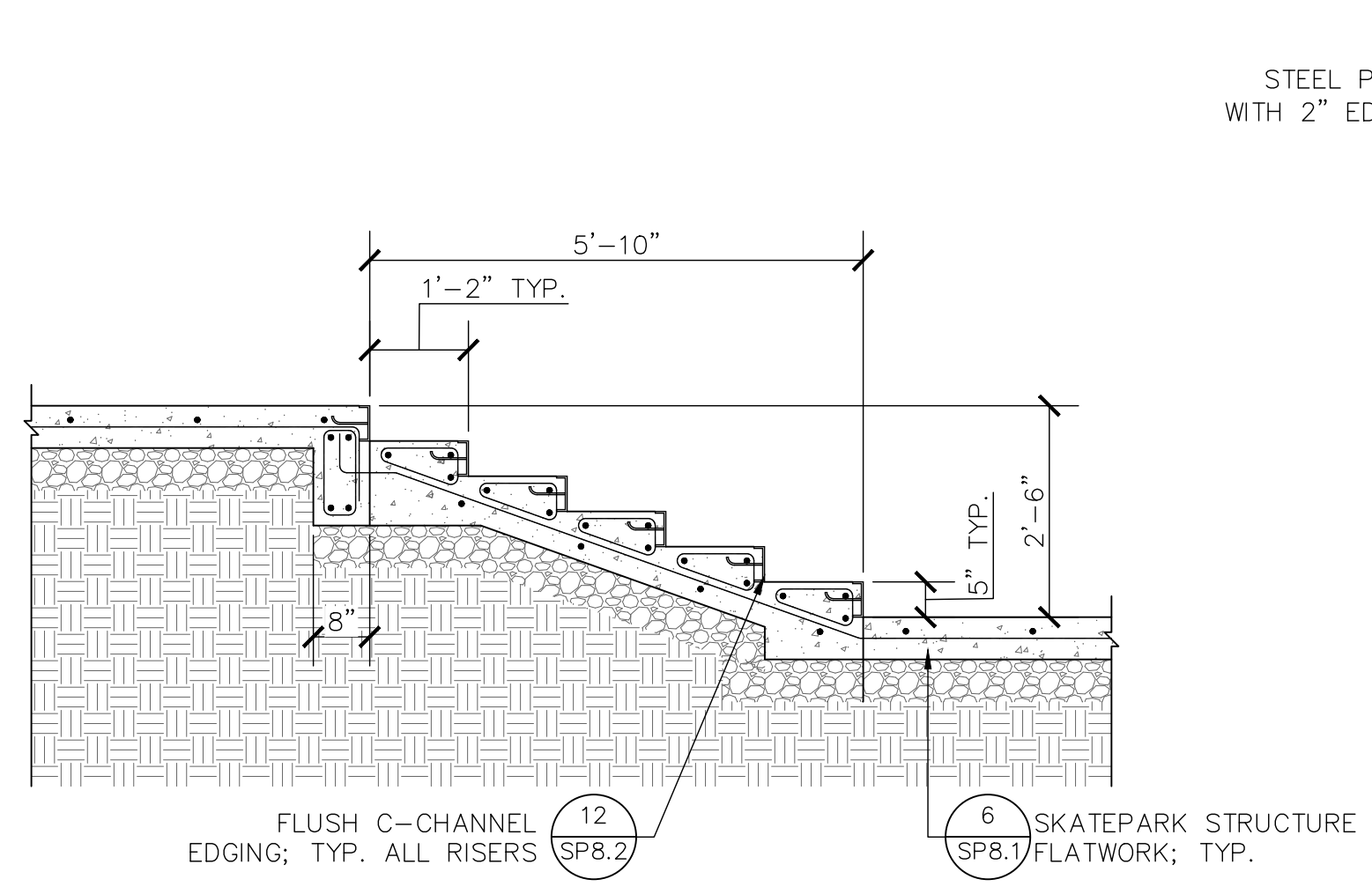
1'-6" SHORT BANK 1/2"=1'-0" **13**



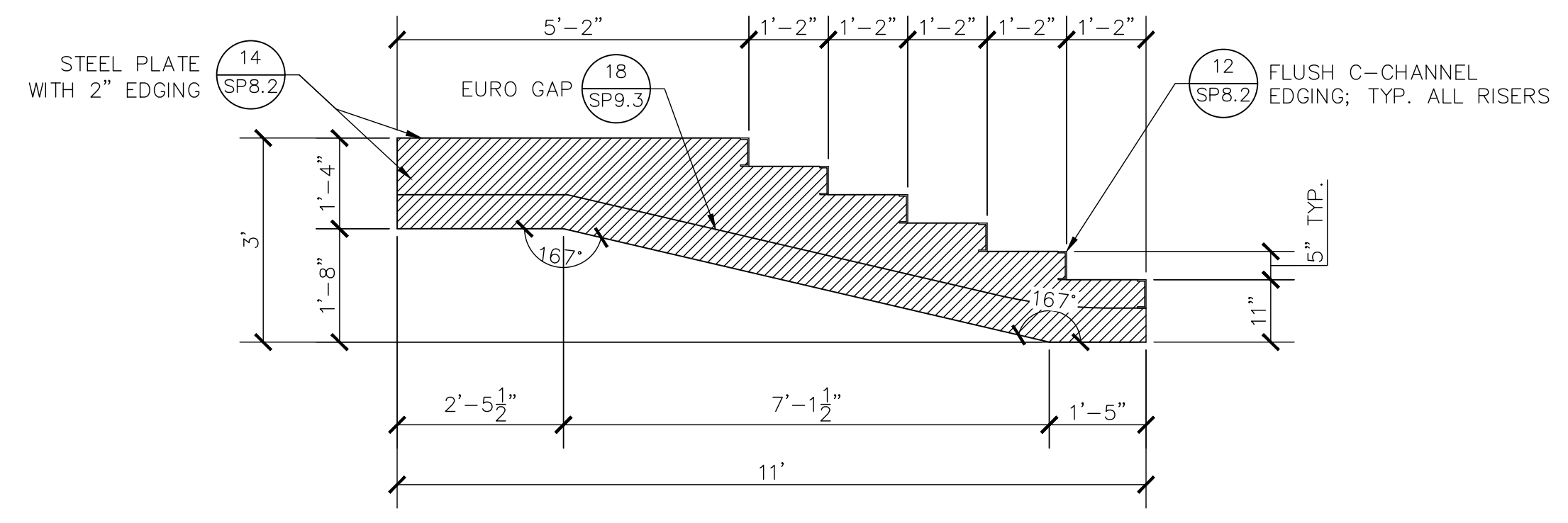
FLAT-BAR GRINDING RAIL 1/2"=1'-0" **14**



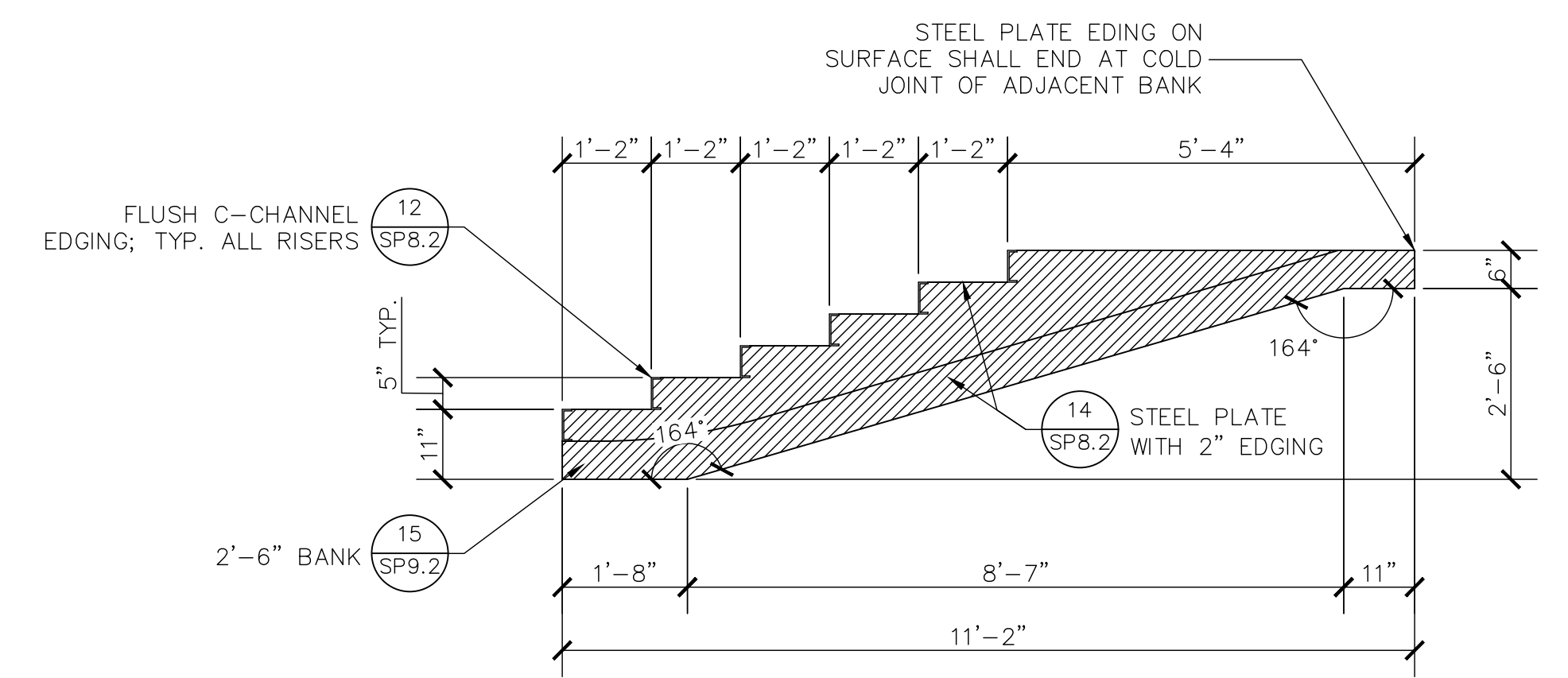
2'-6" BANK 1/2"=1'-0" **15**



6-STAIR 1/2"=1'-0" **16**



6-STAIR SOUTH SIDE METALS PROFILE



6-STAIR NORTH SIDE METALS PROFILE

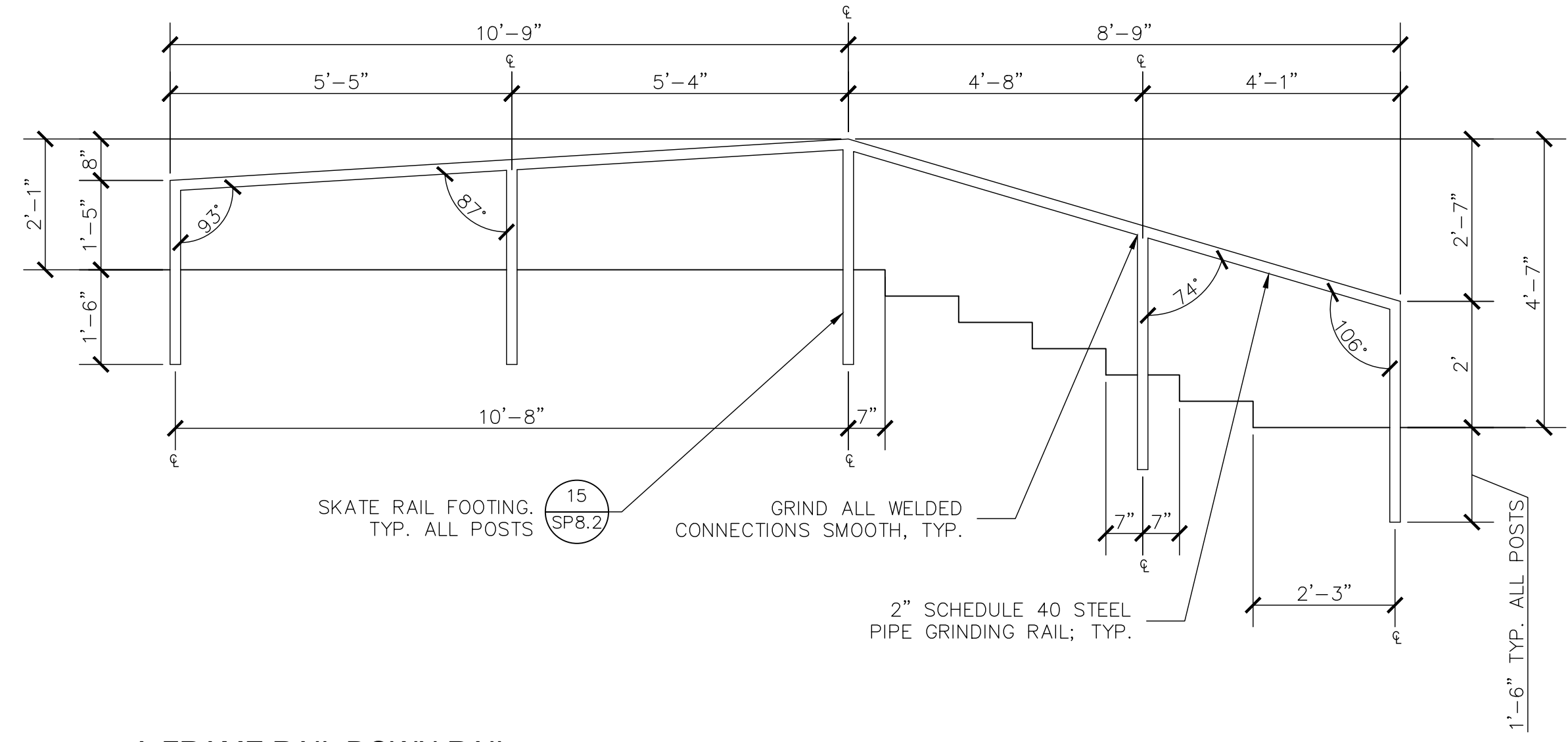
No.	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
**SKATEPARK
DETAILS**

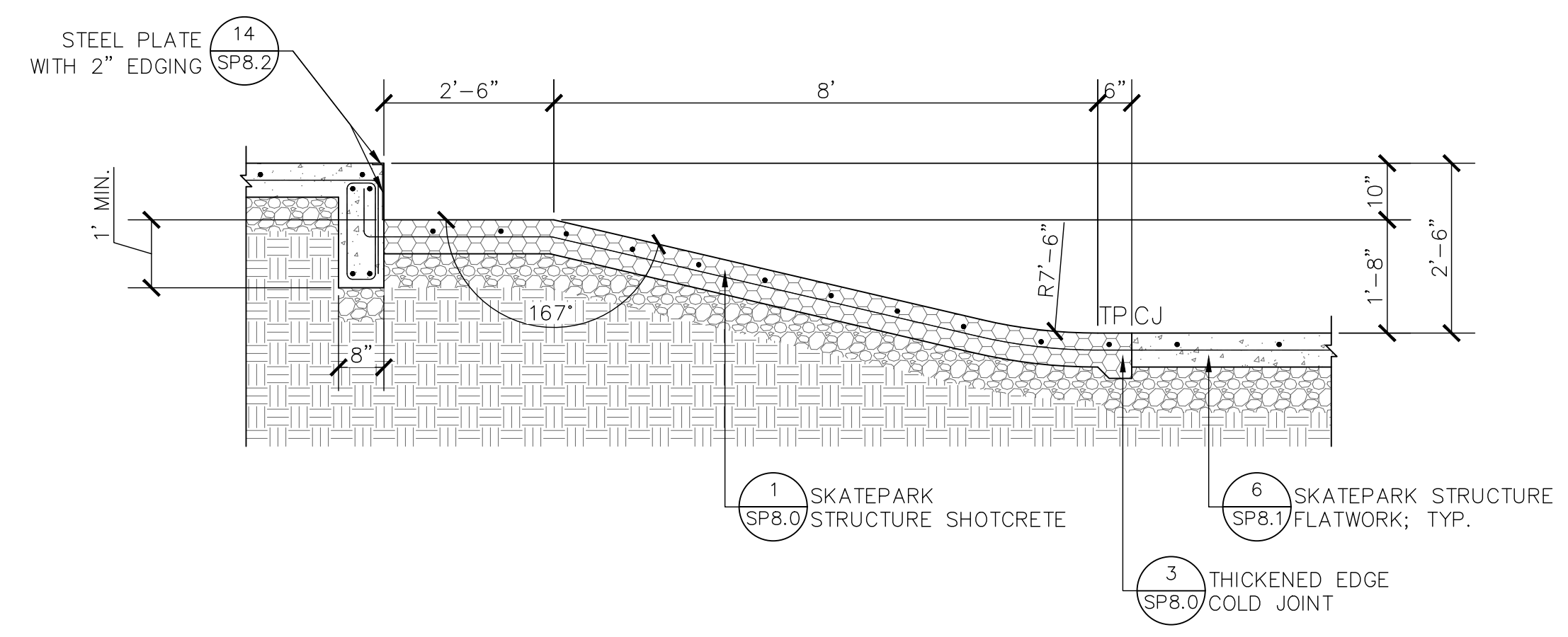
SHEET NUMBER

SP-9.2



A-FRAME RAIL DOWN RAIL

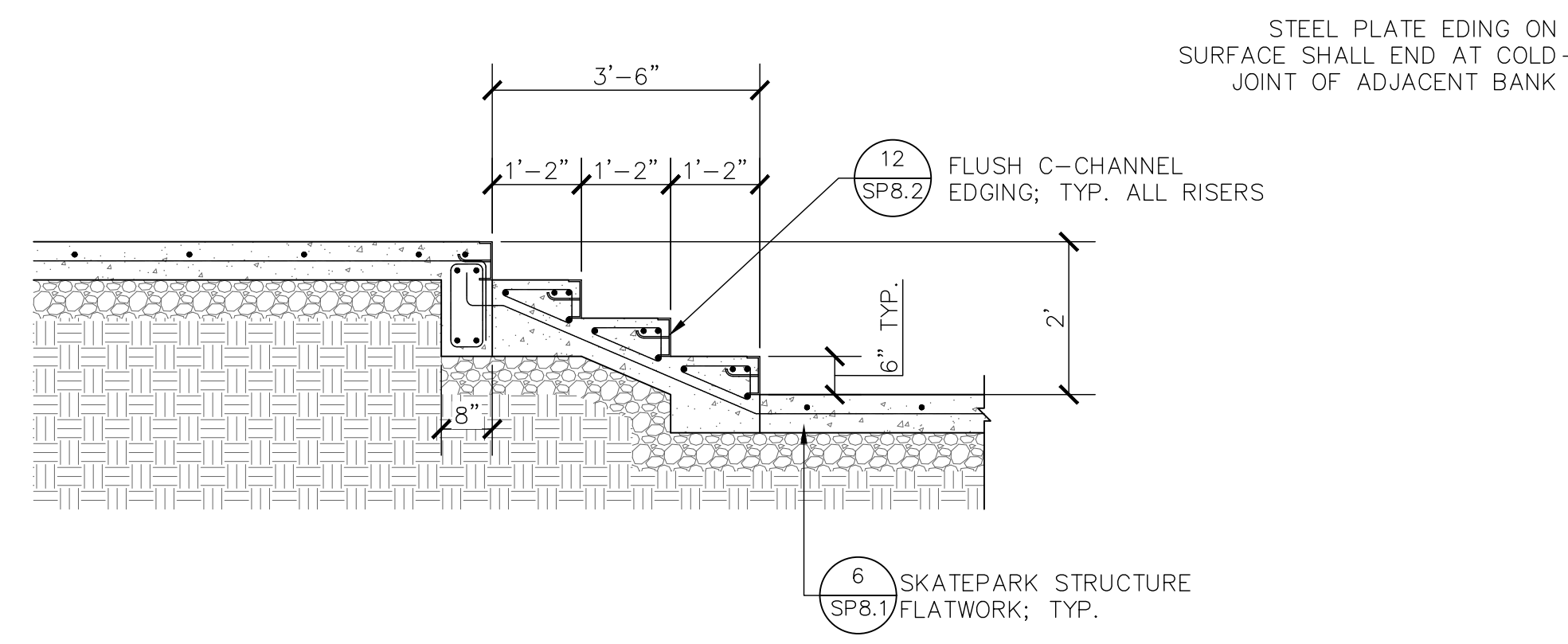
1/2"=1'-0" **17**



NOTE:
 1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

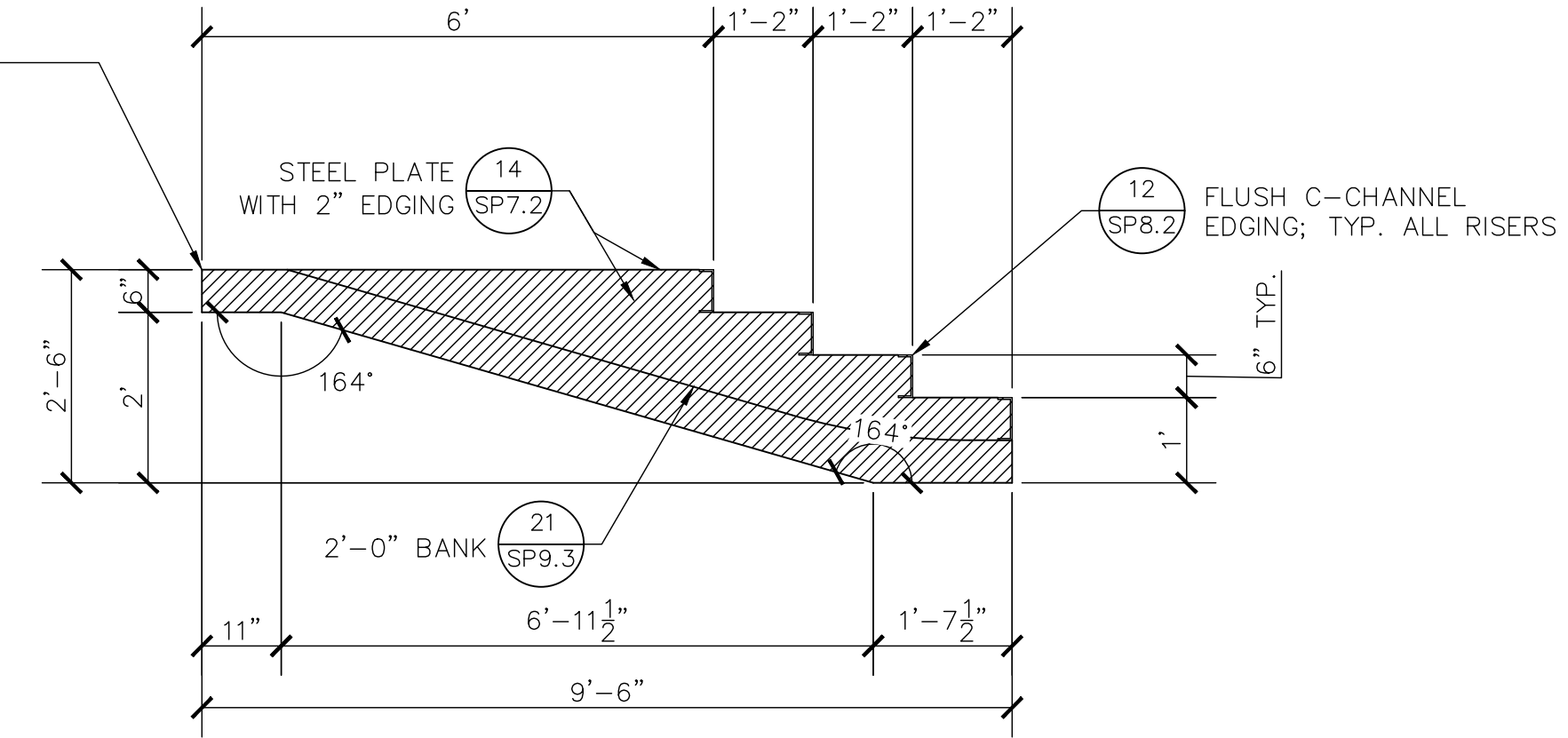
EURO GAP

1/2"=1'-0" **18**



NOTE:
 1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

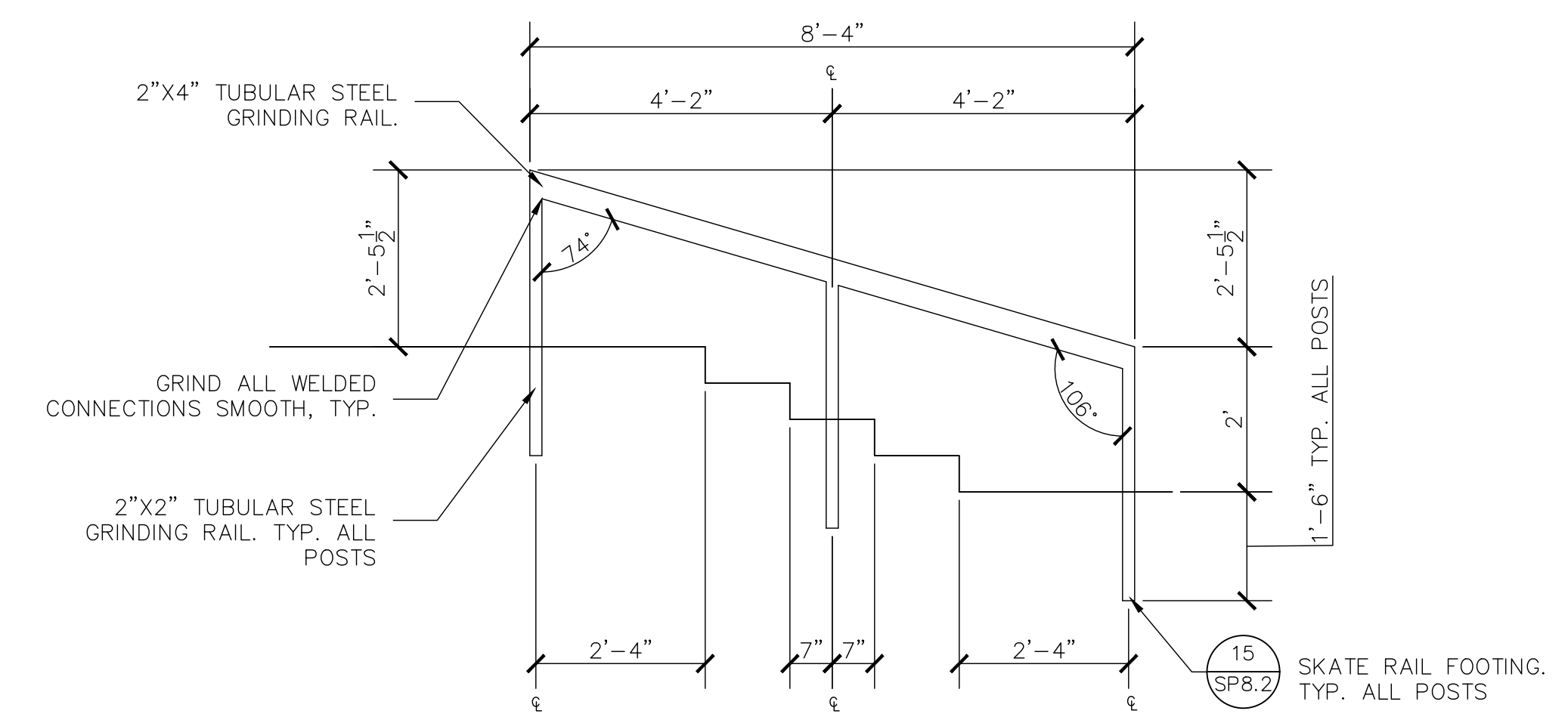
4-STAIR



NOTE:
 1. STEEL PLATE EDGINGS SHALL MATCH PROFILES OF 4-STAIR.
 2. SEE LAYOUT PLAN SP3.0 FOR MORE INFORMATION.
 3. MIRROR THIS PROFILE FOR THE OTHER SIDE OF THE 4-STAIR.
 4. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.

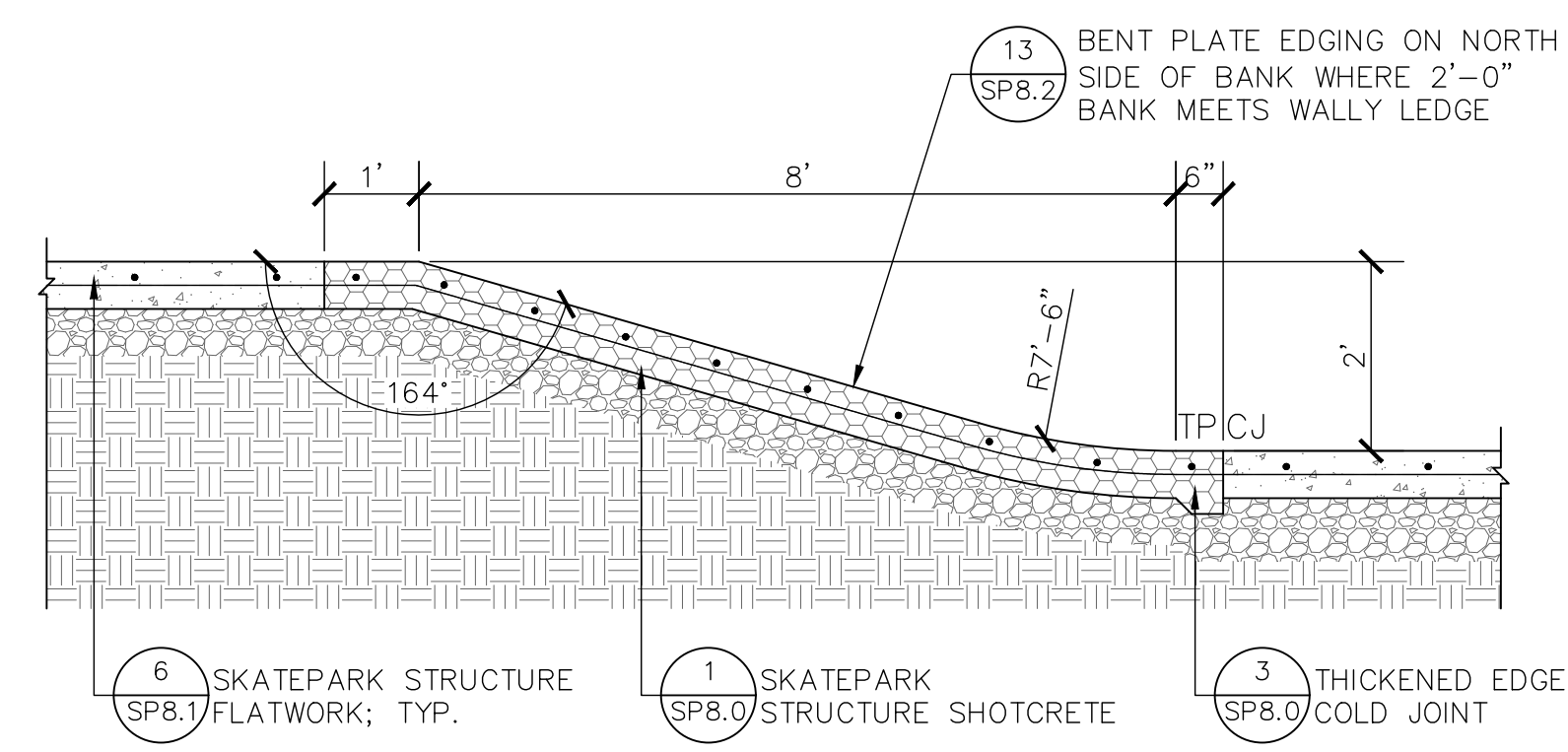
4-STAIR METALS PROFILE

1/2"=1'-0" **19**



4-STAIR DOWN RAIL

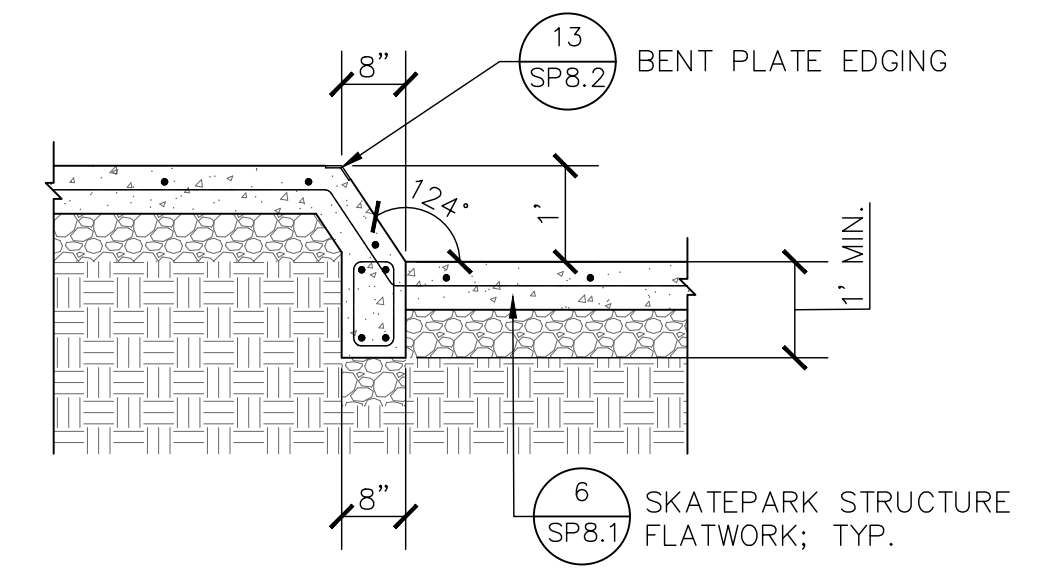
1/2"=1'-0" **20**



NOTE:
 1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

2'-0" BANK

1/2"=1'-0" **21**



NOTE:
 1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

WALLY LEDGE

1/2"=1'-0" **22**

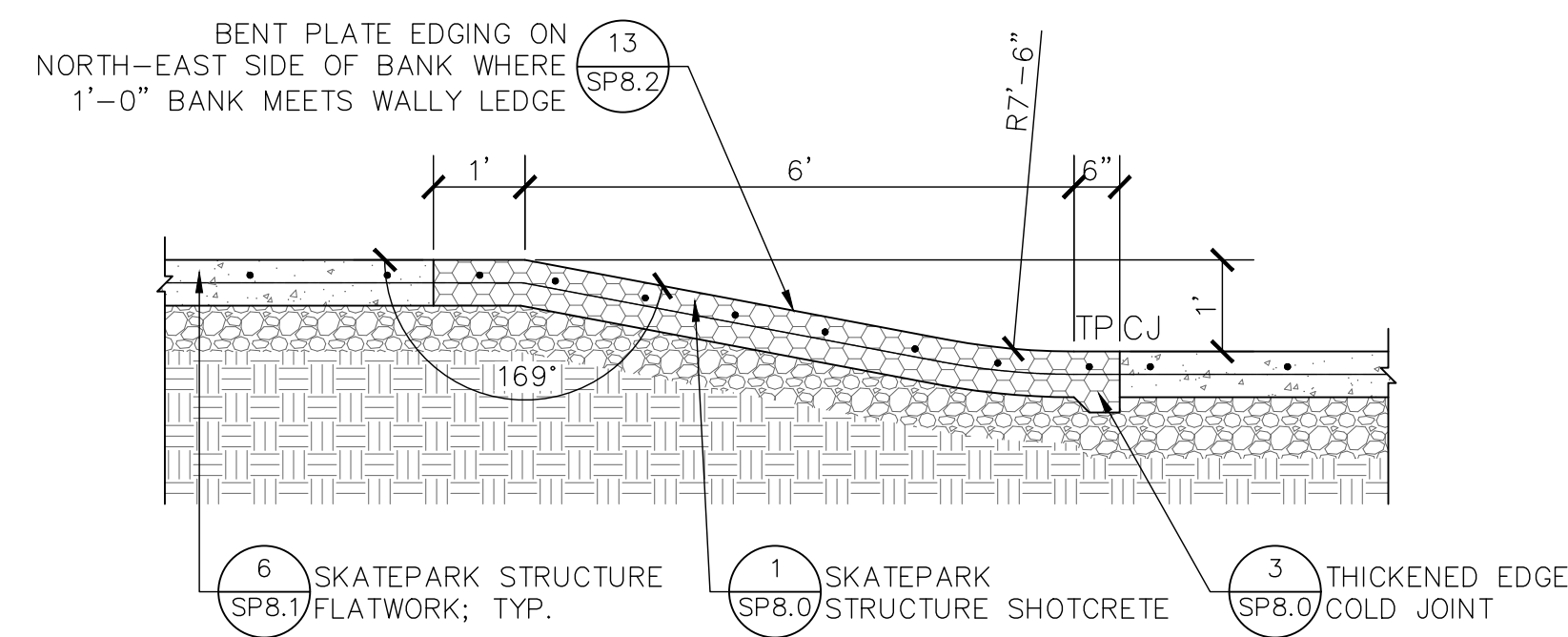
No.	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
 WATTS SKATE PARK
 LOS ANGELES,
 CALIFORNIA

SHEET TITLE:
 SKATEPARK
 DETAILS

SHEET NUMBER

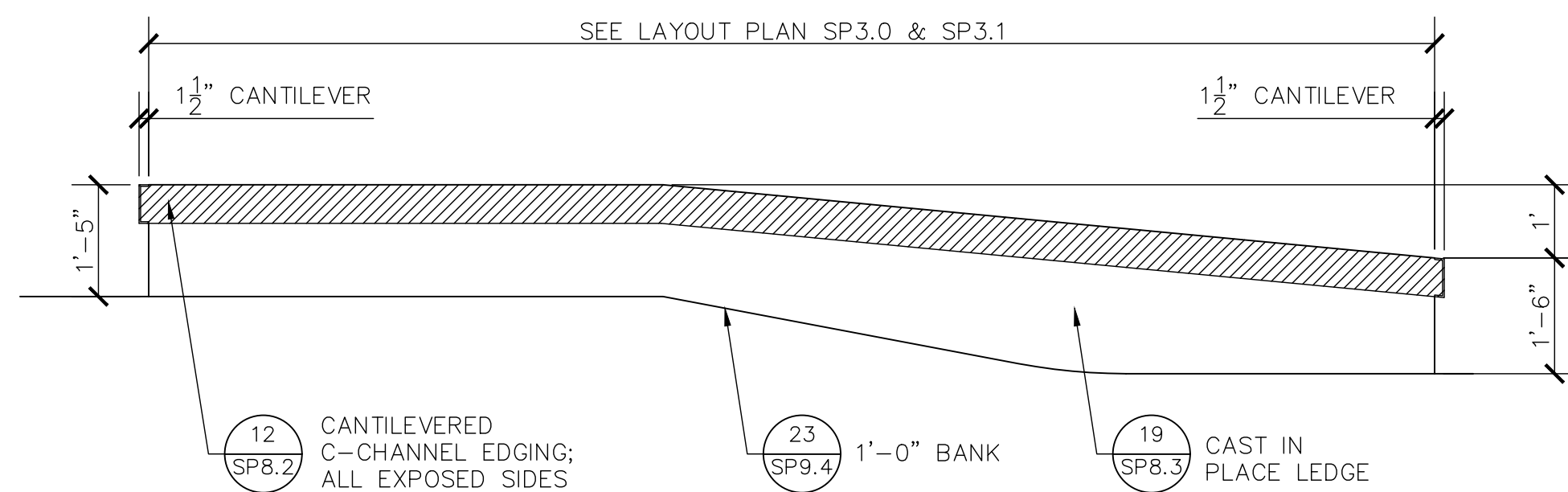
SP-9.3



NOTE:
 1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

1'-0" BANK

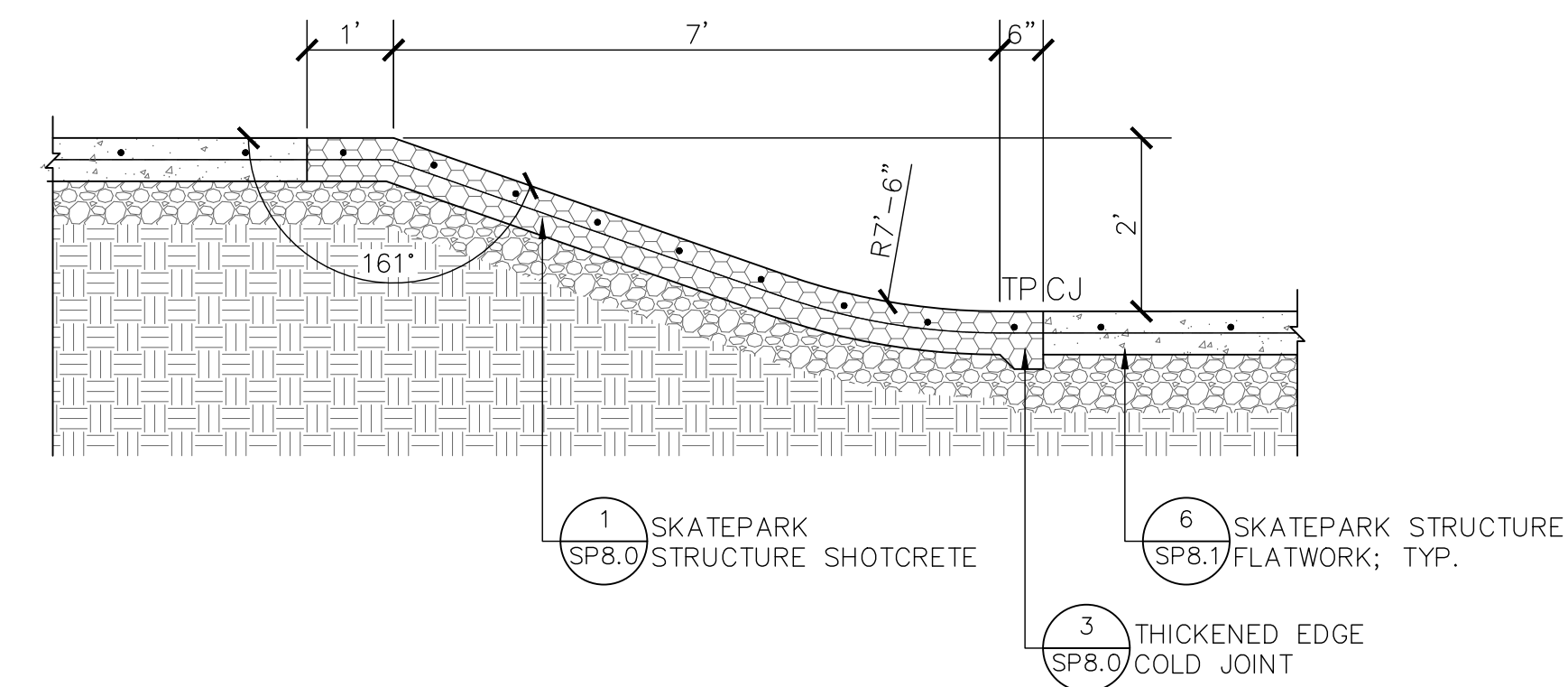
1/2"=1'-0" (23)



NOTE:
 1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

CURVED HUBBA

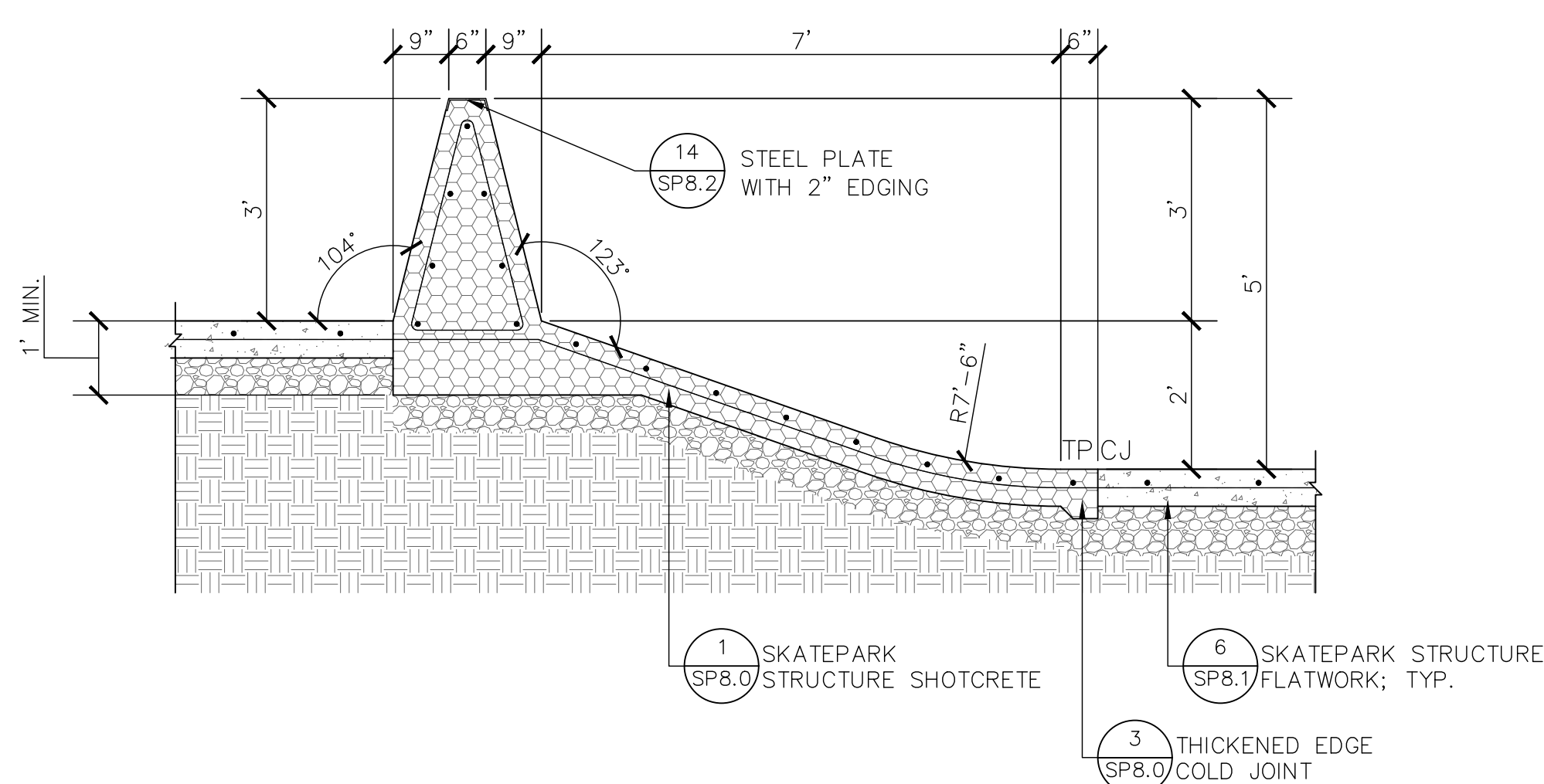
1/2"=1'-0" (24)



NOTE:
 1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

2'-0" SHORT BANK

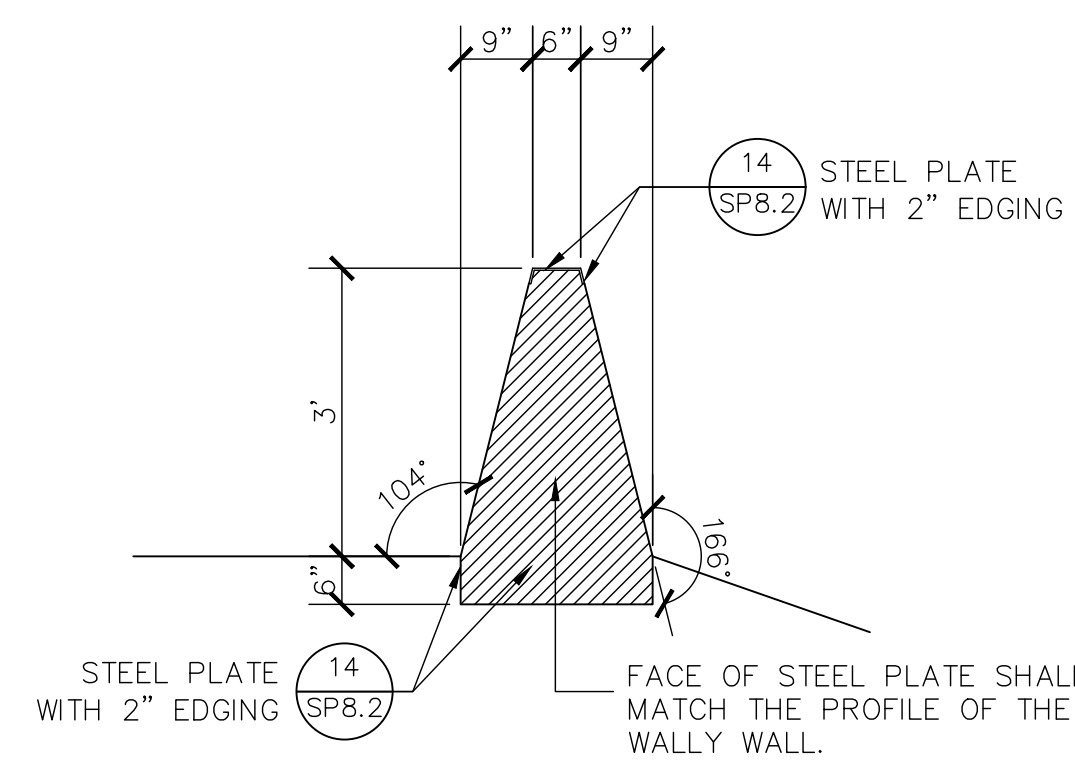
1/2"=1'-0" (25)



NOTE:
 1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

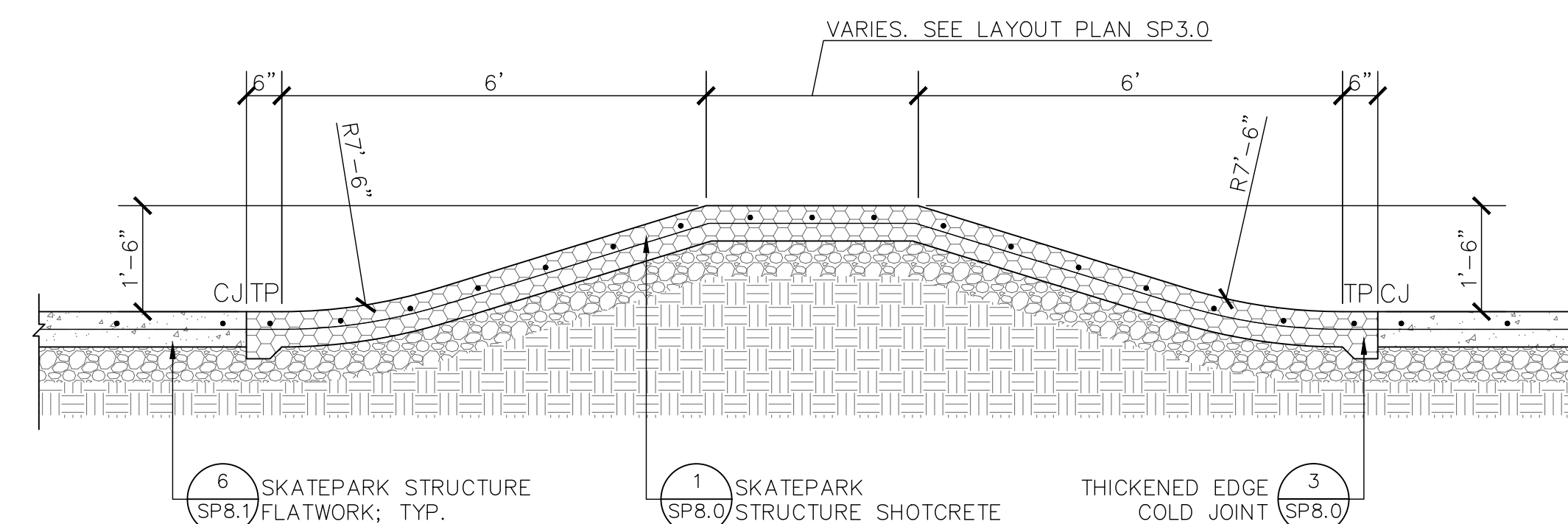
WALLY WALL

1/2"=1'-0" (26)



NOTE:
 1. STEEL PLATE EDGINGS SHALL MATCH PROFILES OF WALLY WALL.
 2. SEE LAYOUT PLAN SP3.0 FOR MORE INFORMATION.
 3. MIRROR THIS PROFILE FOR THE OTHER SIDE OF THE WALLY WALL.
 4. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.

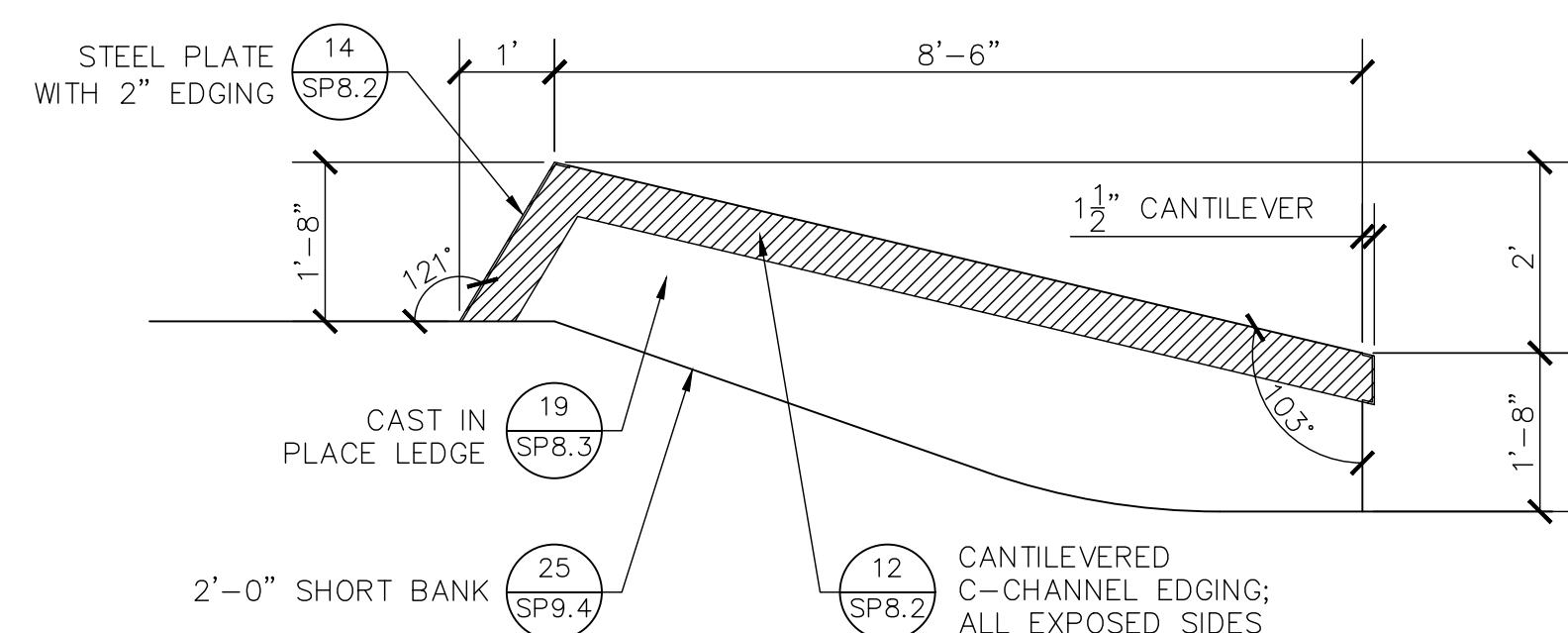
WALLY WALL METALS PROFILE



NOTE:
 1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
 2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

PYRAMID

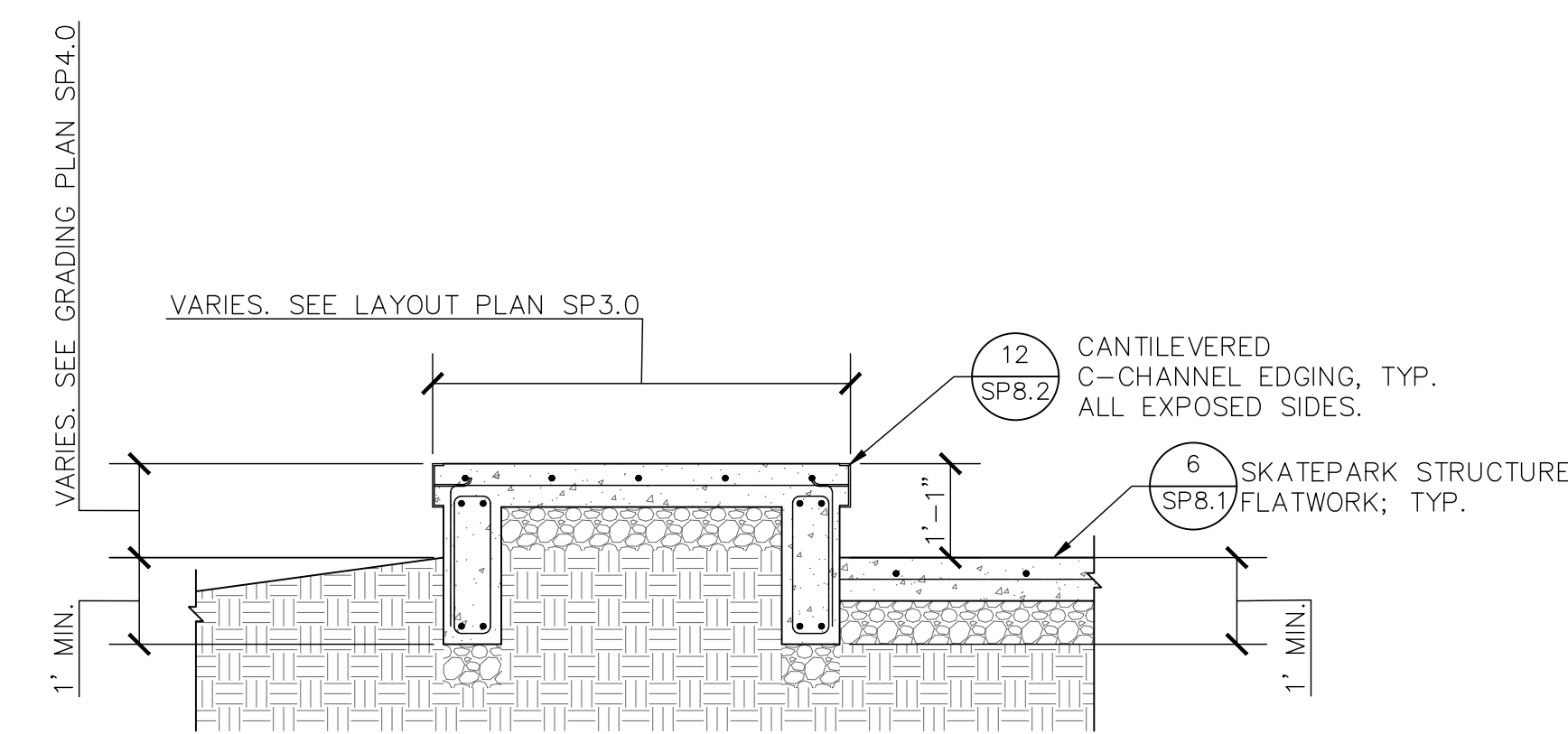
1/2"=1'-0" (27)



NOTE:
 1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.
 3. MIRROR THIS PROFILE FOR THE OTHER SIDE OF THE HUBBA
 4. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.

HUBBA

1/2"=1'-0" (28)



NOTE:
 1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

FLAT LEDGE

1/2"=1'-0" (29)

No.	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
 WATTS SKATE PARK
 LOS ANGELES,
 CALIFORNIA

SHEET TITLE:
 SKATEPARK
 DETAILS

SHEET NUMBER

SP-9.4

WATTS SKATE PARK

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION



City of Los Angeles

Prepared for

CITY OF LOS ANGELES
Department of Recreation and Parks
221 North Figueroa Street, Room 400
Los Angeles, CA 90012



PARK PROUD LA
Department of
Recreation and Parks



Prepared by

TERRY A. HAYES ASSOCIATES INC.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

May 2021

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ACRONYMS

°F	Fahrenheit
ADA	Americans with Disabilities Act
AQMP	Air Quality Monitoring Plan
BIOS	Biogeographic Information and Observation System
BMP	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	Methane
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
dB	Decibel
DTSC	Department of Toxic Substances Control
ESAs	Environmental Site Assessments
FTA	Federal Transit Administration
GHG	Greenhouse gas
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
HTP	Hyperion Treatment Plant
IS	Initial Study
ITE	Institute of Transportation Engineers
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
L _{eq}	Equivalent Noise Level
LID	Low Impact Development
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority

MGD	Million Gallons of Water Per Day
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
N ₂ O	Nitrous Oxide
NCCP	Natural Community Conservation Plan
NOD	Notice of Determination
NO _x	Nitrogen Oxides
OEHHA	Office of Environmental Health Hazard Assessment
PFCs	Perfluorocarbons
PM ₁₀	Respirable Particulate Matter Less Than 10 Microns In Diameter
PM _{2.5}	Fine Particulate Matter Less Than 2.5 Microns In Diameter
PPV	Peak Particle Velocity
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCS	Sustainable Communities Strategy
SF ₆	Sulfur Hexafluoride
SO _x	Sulfur Oxides
SRA	Source Receptor Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAG	Transportation Assessment Guidelines
TOD	Transit-Oriented Development
TPA	Transit Priority Area
TPD	Tons Per Day
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

1.0 INTRODUCTION

This section provides an overview of the environmental review process for the development of a skate park (proposed project) in the Watts community of the City of Los Angeles. This section also identifies the discretionary actions and approvals needed to implement the proposed project.

1.1 PROJECT OVERVIEW

The proposed project includes the construction of a 12,000-square-foot skate park, surrounded by features such as a shade structure, benches, path of travel, accessible drinking fountain, sustainable landscaping using regionally compatible plant material, smart irrigation and perimeter tubular steel fencing. The skate space would be poured in place concrete.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

Section 15063(a) of the California Environmental Quality Act (CEQA) Guidelines requires the lead agency to prepare an Initial Study (IS) to determine if the proposed project may have a significant effect on the environment. The purpose of this document is to inform the City of Los Angeles Department of Recreation and Parks, other public agencies and interested parties of the potential environmental effects resulting from the proposed project. For the proposed project to obtain an environmental clearance in the form of a Mitigated Negative Declaration (MND), any potential significant adverse effects must be mitigated to a less-than-significant level. This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at equally informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.3 DISCRETIONARY ACTIONS AND APPROVALS

Discretionary actions include those local approvals or entitlements necessary to implement a project. The discretionary actions requiring for the proposed project include the following:

- Approval from the Board of Recreation and Park Commissioners

1.4 PROJECT INFORMATION

Project Title/Location:	Watts Skate Park 1824-1840 East 115 th Street, 1821-1855 East Imperial Highway, and 11505-11509 South Wilmington Avenue, Los Angeles, CA 90059
Lead Agency Name and Address:	City of Los Angeles Department of Recreation and Parks 221 North Figueroa Street, Room 400 Los Angeles, CA 90012
Contact Person and Phone Number:	Elena Maggioni, Environmental Specialist III (213) 482-6980

1.5 ORGANIZATION OF THIS IS/MND

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of CEQA and is organized into the following four sections:

1.0 Introduction. This section provides an overview of the proposed project and the environmental review process.

2.0 Project Description. This section provides a description of the proposed project, a description of the project site and the surrounding uses, and the estimated timeline for the construction of the proposed project.

3.0 Initial Study Checklist and Evaluation. This section contains the CEQA Guidelines Appendix G: Initial Study Checklist and identifies the level of impact under each environmental impact category. This section also includes a discussion of the environmental impacts and any mitigation measures associated with each category.

4.0 List of Preparers and Sources Consulted. This section provides a list of the consultant team members, and a list of sources and references used in the preparation of this IS/MND.

1.6 CEQA PROCESS

The proposal to adopt a ND or MND initiates a 20-day public comment period, 30 days if a State Agency is involved. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the IS and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed project. If a reviewer believes there is substantial evidence that the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

Prior to making a determination, the decision-making body (for this proposed project, it is the Department of Recreation and Parks Board of Commissioners) must consider the IS together with any comments received during the public comment review process. The decision-making body would adopt the IS only if it finds, on the basis of the whole record before it, that there is no substantial evidence that the project would have a significant effect on the environment and that the study reflects the lead agency's independent judgment and analysis.

Public notification of agenda items for the Department of Recreation and Parks Board of Commissioners is posted 72 hours prior to the public meeting. The agenda for the Department of Recreation and Parks Board of Commissioners can be obtained via the internet at: <http://www.laparks.org/commissionerhtm/2021>. However, the official electronic website posting location for the agendas for the meetings of the Department of Recreation and Parks Board of Commissioners and its Task Forces is at www.lacity.org.

If the project is approved, the City would file a Notice of Determination (NOD) with the County Clerk within five days. The NOD would be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the

approval of the project, and to issues which were presented to the lead agency either orally or in writing, during the public comment period.

As a covered entity under Title II of the *Americans with Disabilities Act* (ADA), the City of Los Angeles does not discriminate on the basis of disability and, upon request, would provide reasonable accommodation to ensure equal access to its programs, services, and activities.

2.0 PROJECT DESCRIPTION

This section provides a description of the proposed project, a description of the project site and surrounding land uses, and the estimated timeline for the construction of the proposed project.

2.1 PROJECT LOCATION

PROJECT SITE

The project site is located in the Watts community of the City of Los Angeles at the off-ramp from the elevated westbound Imperial Highway to southbound Wilmington Avenue. It is located immediately north of Imperial Highway and west of Wilmington Avenue. The project site is comprised of 12 parcels producing a rectangular property through which the off-ramp passes. It includes the following addresses: 1824-1840 East 115th Street, 1821-1855 East Imperial Highway, and 11505-11509 South Wilmington Avenue.¹ The project site is within a Historically Underutilized Business-Qualified portion of the Los Angeles State Enterprise Zone within the Southeast Los Angeles Community Plan Area. The location of the project site is shown in **Figure 2-1**.

The project site is approximately 235 feet wide (east to west) and 220 feet long (north to south). It occupies approximately 0.85 acres (37,000 square feet) when the area for the off-ramp is subtracted. The project site is generally flat, and the elevation at the site is approximately 94 feet above mean sea level. The site is currently vacant and overgrown with a variety of shrubs, grasses and seven mature trees. It is surrounded by a chain-link fence, and access is through a double gate at the southwest corner of the project site. The entry is under the descending exit ramp from the Imperial Highway overpass to the southbound lane of Wilmington Avenue.

SURROUNDING AREA

The northern portion of the project site and the areas to the north and west are zoned for single-family residential uses. The southern portion of the project site and a triangular property to the east are zoned C2 (Commercial), which includes allows for C1.5 commercial uses (i.e., retail, theatres, hotels, parking buildings, parks and playgrounds) as well as retail, limited manufacturing, service stations and garages, contractors, churches, schools and auto sales. Single-family residential uses are located across Willowbrook Avenue and 115th Street. The Los Angeles County Metropolitan Transportation Authority (Metro) Willowbrook/Rosa Parks station which serves the A Line (Blue) and C Line (Green) is located approximately 600 feet southeast of the project site at the intersection of Imperial Highway and Wilmington Avenue. According to Metro, it is the fourth most heavily used station in the Metro system. The surrounding land uses are shown in **Figure 2-2**.

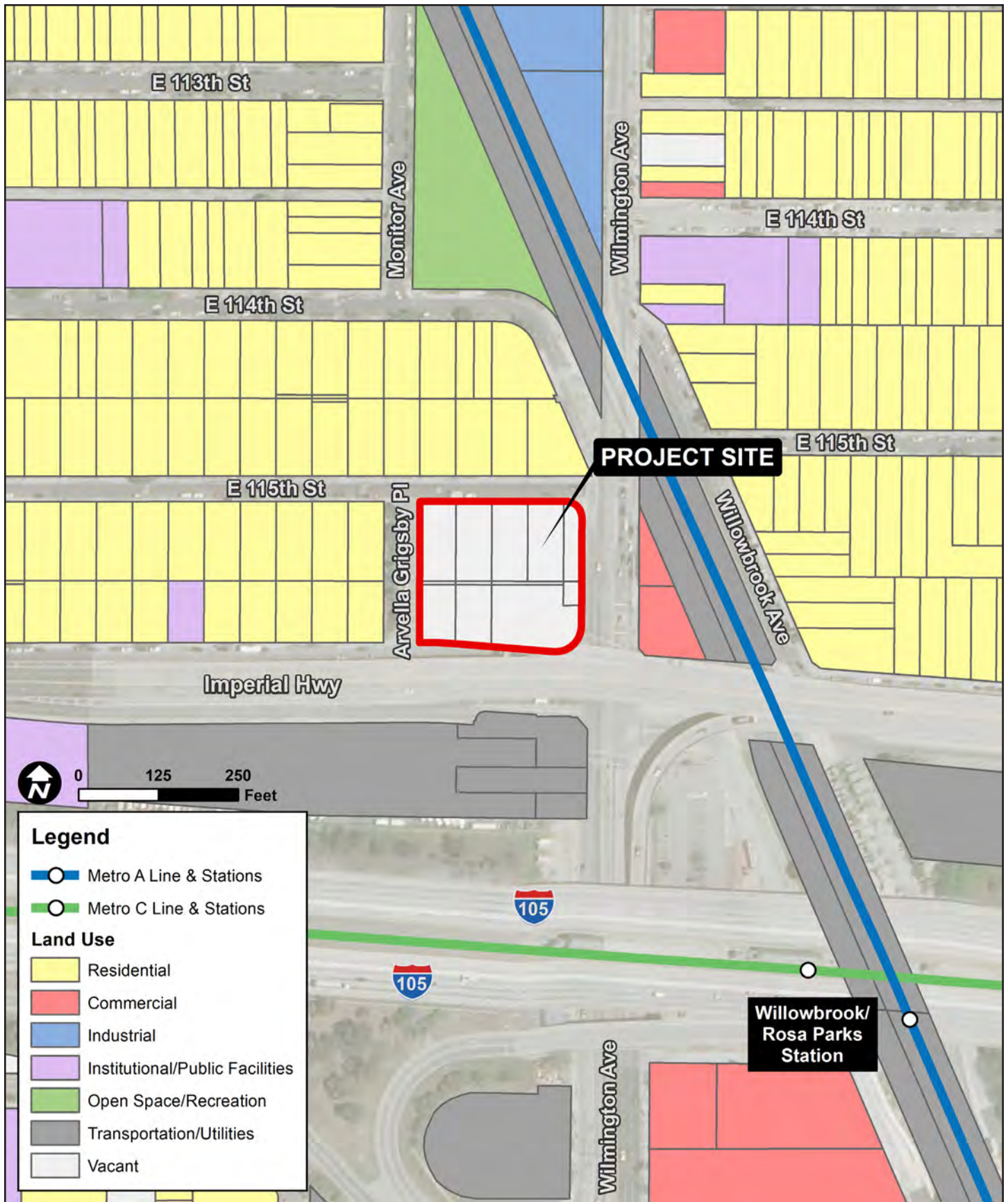
Several sensitive receptors including public buildings, schools, parks, hospitals, convalescent homes, and churches are located within 0.5 miles of the project site. The Arvella Grigsby Place Park is an elongated pocket park located immediately west of the project site. It is owned by City of Los Angeles Department of Recreation and Parks but is maintained by local resources. The Monitor Skatepark is located 350 feet to the north of the project site. Watts New Hope Community Seventh-day Adventist Church, with attached residential units, is located 400 feet west of the project site. Lighthouse Health Systems is located 2,400 feet to the northeast. The Imperial Court Recreation Center is 2,000 feet to the east. An aerial photograph depicting the sensitive land uses within the project vicinity is provided in **Figure 2-3**.

¹These addresses include Assessor Parcel Numbers 6069-029-902, 6069-029-903, 6069-029-904, 6069-029-905, 6069-029-906, 6069-029-907, 6069-029-909, 6069-029-910, 6069-029-912, 6069-029-913, 6069-029-914, and 6069-029-915.



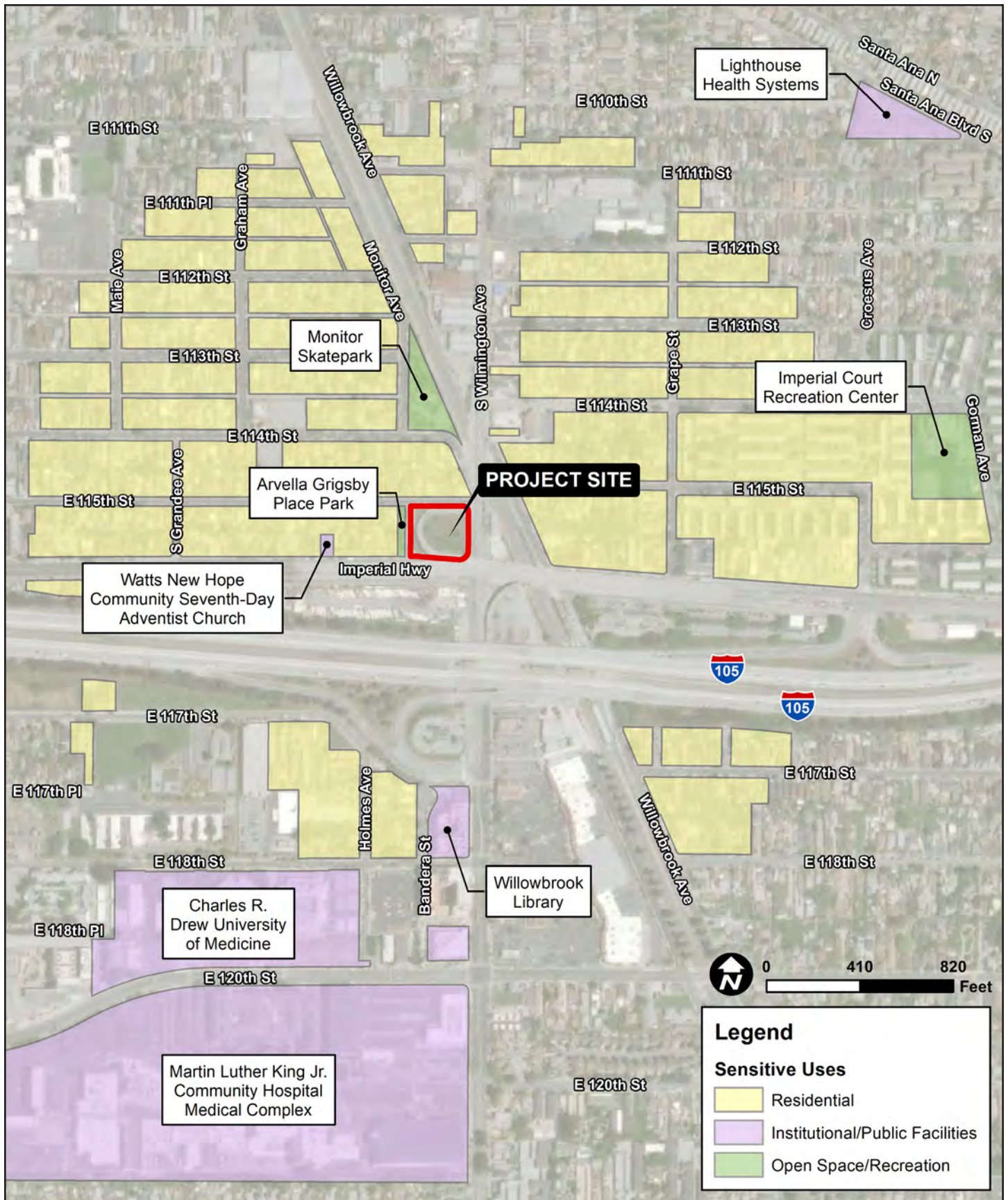
Source: TAHA, 2021.

FIGURE 2-1
 PROJECT LOCATION



Source: TAHA, 2021.

FIGURE 2-2
 SURROUNDING USES



Source: TAHA, 2021.

The Willowbrook Library is located 1,150 feet to the south. A medical complex, including the Charles R. Drew University of Medicine, the Martin Luther King Jr. Community Hospital and related medical facilities begin 1,600 feet to the south-southwest. The fire station which services the project site is the Los Angeles Fire Station No. 65, located approximately 1.1 miles north of the project site. The Los Angeles Police Department (LAPD) provides police services the project site from the Southeast Community Police Station, located about 2.6 miles west of the project site. There are three elementary schools within 0.5 miles of the project site: Grape Street Elementary School located 1,200 feet to the north, Lovella P. Flournoy Elementary School located 1,800 feet to the northwest, and Lincoln Elementary School located 1,100 feet to the southwest. The Kenneth Hahn Plaza, a shopping center, is located along the east side of Wilmington Avenue 800 feet of the project site.

2.2 DESCRIPTION OF THE PROPOSED PROJECT

The proposed project includes the construction of a 12,000-square-foot skate park, surrounded by features such as a shade structure, benches, path of travel, accessible drinking fountain, sustainable landscaping using regionally compatible plant material, and smart irrigation. The skate space would be poured in place concrete and would be above ground. Access to the proposed skate park, which would be surrounded by perimeter tubular steel fencing, would be from an entry/exit gate located at the northeast corner of the project site. A site plan is presented in **Figure 2-4**.

2.3 CONSTRUCTION SCHEDULE

Construction of the proposed project would consist of the following four phases: site clearing, excavation and grading, construction and paving, and landscaping and finishing. Minimal excavation activities would be required to remove existing landscaping and debris, which would be hauled off-site. Construction activities are anticipated to begin in September of 2021 and be completed by July 2022. A summary of the construction activities and schedule by phase is shown in **Table 2-1** below. The proposed skate park would be open to anyone and hours of operation would be per the department's standard operating hours (8:00 a.m. to 6:00 p.m.), or sunrise to sundown.

TABLE 2-1: CONSTRUCTION SCHEDULE AND ACTIVITES				
Construction	Site Clearing	Excavation and Grading	Construction and Paving	Finishing and Landscaping
Start Date	September 2021	October 2021	November 2021	July 2022
Duration (Weeks)	3	4	24	6
Daily Crew Size	5	6	8	3
Equipment Inventory	1 tractor-backhoe, 1 loader	1 excavator, 1 tractor-backhoe, 1 loader, 1 dozer	1 paver, 1 paving equipment, 1 roller, 1 rough terrain forklift, 1 cement mixer	1 tractor-backhoe, 1 rough terrain forklift
Truck Trips Required	60 haul truck trips (4 trips/day)	80 haul truck trips (4 trips/day)	(8 trips/day)	(8 trips/day)
SOURCE: TAHA, 2021				



Source: Los Angeles Department of Recreation and Parks, 2021.

FIGURE 2-4
SITE PLAN

3.0 INITIAL STUDY CHECKLIST AND EVALUATION

This section documents the screening process used to identify and focus upon environmental impacts that could result from the proposed project. The IS Checklist below follows closely the form prepared by the Governor’s Office of Planning and Research and was used in conjunction with the City’s *L.A. CEQA Thresholds Guide* and other sources to screen and focus upon potential environmental impacts resulting from this project. Impacts are separated into the following categories:

- No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A “No Impact” finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of “No Impact” is explained where the finding is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- Less-Than-Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant impacts.
- Less-Than-Significant After Mitigation. This category applies where the incorporation of mitigation measures would reduce a “Potentially Significant Impact” to a “Less Than Significant Impact.” The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference.
- Potentially Significant Impact. This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required. There are no such impacts for the proposed project.

Sources of information that adequately support these findings are referenced in footnotes.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

 05/05/2021
Signature Date

Elena Maggioni
Printed Name For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.1 AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on scenic vista. The Conservation Element of the City of Los Angeles General Plan defines scenic vistas as “panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features.” The Santa Monica Mountains are scenic hillsides located approximately 18 miles to the northwest; the Pacific Ocean is located approximately eleven miles to the west; and Kenneth Hahn State Park is located approximately eight miles to the northwest. None of these scenic vistas are visible from the project site or within the surrounding area due to intervening buildings, smog, and existing freeway infrastructure. Furthermore, the City’s General Plan does not designate any scenic vistas in the project vicinity. Therefore, no impact would occur.
- b) No Impact.** A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. Such scenic resources include trees, historic buildings, rock outcroppings and similar features that are located within a designated state scenic highway. The project site is not located on or within the vicinity of a scenic highway. The nearest state-designated scenic highway is Arroyo Seco Historic Parkway, which is approximately 10 miles northeast of the project site.² The project site is not within the viewshed of this scenic highway. Therefore, no impact would occur.
- c) No Impact.** A significant impact would occur if the proposed project substantially degraded the existing visual character or quality of public views of the site and its surroundings. The project site is located within an urbanized area in the Watts community of the City of Los Angeles. According to the City’s General Plan, the southern portion of the project site and a property to the east are zoned C2 (Commercial), which allows for C1.5 uses such as parks and playgrounds. The northern portion of the project

²California Department of Transportation, *California Scenic Highway Mapping System*, Los Angeles County, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>, accessed March 11, 2021.

site and the areas to the north and west are zoned for single-family residential uses. The proposed project would introduce a landscaped skate park on a vacant lot which is overgrown with a variety of shrubs, grasses and trees. The proposed project would not conflict with the applicable zoning code, nor would it degrade the existing visual character of the project site or surrounding areas. Therefore, no impact would occur.

- d) Less-Than-Significant Impact.** A significant impact would occur if the proposed project created a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The proposed skate park would only be operational during daylight hours. Lighting fixtures would be constructed onto the project site which would introduce new nighttime sources of light to the project area. However, due to the urban setting of the project site, a moderate level of ambient nighttime light already exists on the project site. Existing nighttime lighting sources include surface streetlights, vehicle headlights, and interior and exterior building illumination. In addition, landscaping would be planted throughout the project site including a line of trees to be planted along the eastern boundary of the project site which would block views of the skate park from properties to the east. The proposed project would not introduce any major source of glare, and the new light sources would be pointed downwards and away from neighboring facilities to reduce lighting spillover to the fullest extent possible. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>3.2 AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) No Impact. The project site is located in a fully developed, urbanized area, and surrounded primarily by residential and commercial uses. According to the City’s General Plan, there are no areas zoned, designated, or used for agricultural or forestry activities within the project vicinity. The nearest property zoned for agricultural use is located at 2001 East 103rd Street, approximately 0.95 mile to the north of the project site. This property is currently being used for equine keeping and is not included in the Farmland Mapping and Monitoring Program of the California Department of Conservation.³ The project site is not zoned for agricultural use and is not under a Williamson Act Contract.⁴ In addition, there is no forestland as defined in Public Resources Code Section 12220(g) or timberland as defined in Public Resources Code Section 4526 within the City. The proposed project would not change the existing environment in a manner that would result in the conversion of farmland or forestland to other kinds of land uses. Therefore, no impact would occur.

³California Department of Conservation, *Farmland Mapping & Monitoring Program*, <https://www.conservation.ca.gov/dlrp/fmmp>, accessed March 11, 2021.

⁴California Department of Conservation, *Williamson Act Program*, <https://www.conservation.ca.gov/dlrp/wa>, accessed March 11, 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Air pollutant emissions that would result from construction and operation of the proposed project are addressed separately for each impact criterion. The air quality impact assessment was conducted in accordance with guidance and methodologies propagated by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is charged with regional air quality jurisdiction for the South Coast Air Basin (SCAB). The primary guidance is contained in the SCAQMD *CEQA Air Quality Handbook*, which was published in 1993. Updates to the SCAQMD CEQA guidance are posted on the SCAQMD website.⁵

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. SCAQMD has published guidance for assessing potential impacts to sensitive receptors up to 1,640 feet (500 meters) from project sites, and generally advises that the nearest sensitive receptors be considered in the analyses. The proposed project is located in a residential area near many houses. The nearest residences in each direction include:

- Residences located between 50 and 1,640 feet to the north;
- Residences located between 70 and 1,640 feet to the west; and
- Residences located between 300 and 1,640 feet to the east.

Other sensitive land uses within 500 meters of the project site include:

- The Arvella Grigsby Place Park located adjacent to the west;
- The Monitor Skatepark located 350 feet to the north;
- Lighthouse Health Systems located 2,400 feet to the northeast;
- The Imperial Court Recreation Center located 2,000 feet to the east;

⁵SCAQMD, *Air Quality Analysis Guidance Handbook*, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>, accessed March 11, 2021.

- The Willowbrook Library located 1,150 feet to the south;
- The Charles R. Drew University of Medicine/Martin Luther King Jr. Community Hospital medical complex located 1,600 feet to the south-southwest; and
- Watts New Hope Community Seventh-day Adventist Church (with attached residential units) located 400 feet west.

The location of the sensitive receptors in the vicinity of the project site are shown in **Figure 2-3** in Section 2.0, Project Description.

- a) **Less-Than-Significant Impact.** The currently applicable air quality plan is the 2016 Air Quality Monitoring Plan (AQMP), which was developed in conjunction with regional growth projections incorporated into the Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG published its newest iteration of the RTP/SCS, Connect SoCal, in 2020 that contains updated growth forecasts in the baseline year of 2016 through the horizon year of 2045. The ensuing discussions address potential air quality impacts in the context of the attainment timeline set forth in the 2016 AQMP and the updated forecasts developed to support the SCAG Connect SoCal 2020–2045 RTP/SCS.

The SCAQMD CEQA Air Quality Handbook identifies two key indicators of consistency with the AQMP: 1) whether the project would result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and 2) whether the project would exceed the forecasted growth incorporated into the AQMP via the RTP/SCS related to population, housing, or jobs and associated resource consumption. The SCAQMD has developed regionally specific air quality significance thresholds to assess potential impacts that may result from construction and operation of projects. Daily emissions of volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), and respirable particulate matter less than 10 microns in diameter (PM₁₀) and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}) should be quantified and assessed on both regional and localized scales, in accordance with SCAQMD methodology.

The SCAQMD has developed both regional and localized significance thresholds to assist the determination of potential significance of the construction and operations impacts of a given project. Localized Significance Thresholds (LSTs) selected as screening values for the proposed project correspond to sites up to one acre in size within Source Receptor Area (SRA) 12 – South Central Los Angeles County that are within 25 meters (~82 feet) of sensitive receptors. **Table 3-1** shows the daily regional and localized emissions thresholds for construction and operations.

TABLE 3-1: SCAQMD DAILY EMISSIONS THRESHOLDS (IN POUNDS PER DAY)

Criteria Pollutant	Construction		Operations
	Regional	Localized*	Regional
Volatile Organic Compounds (VOC)	75	None Established	55
Nitrogen Oxides (NO _x)	100	46	55
Carbon Monoxide (CO)	550	673	550
Sulfur Oxides (SO _x)	150	None Established	150
Particulates (PM ₁₀)	150	4	150
Fine Particulates (PM _{2.5})	55	3	55

*The project site is in LST SRA 12 and is less than one acre in size, with sensitive receptors located 50 feet (<25 meters) from the site boundary.
SOURCE: SCAQMD, 2019; SCAQMD, 2009.

Construction

Construction of the proposed project would produce air pollutant emissions through the operation of heavy-duty construction equipment and through vehicle trips associated with construction workers and haul trucks traveling to and from the project site. Fugitive dust emissions would primarily result from ground disturbance and material movement activities during site preparation (e.g., site clearing and grading), as well as dust emissions from on-road vehicle travel. NO_x emissions would predominantly be generated in the form of exhaust from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

The air quality analysis conducted for the proposed project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required. The CalEEMod output files can be found in Appendix A.

Construction of the proposed project is estimated to be completed over 37 consecutive weeks, beginning in September 2021 and ending July 2022. Site clearing would last for three weeks and require one backhoe and one rubber tired loader. Excavation and grading activities would take place over the course of four weeks and require an excavator, a backhoe, a rubber tired loader, and a rubber tired dozer. Over the duration of Site Clearing and Excavation phases, four haul truck round trips per day would remove landscaping and debris from the project site to off-site disposal locations. Excavation

activities would remove landscaping and debris from the project site which would be hauled and transported offsite. Construction and paving activities would overlap over the course of 24 weeks, requiring a paver, other paving equipment, a roller, a rough terrain forklift, and a cement and mortar mixer. Landscaping and finishing activities would take six weeks to complete and would require a backhoe and a rough terrain forklift. Over the duration of the Construction/Paving and Landscaping/Finishing phases, the project site would receive four vendor round trips per day.

Maximum daily emissions for each activity were estimated based on heavy duty equipment use and fugitive dust (on-site) and vehicular travel to and from the project site (off-site). **Table 3-2** shows the maximum unmitigated daily regional emissions for activity. As shown in **Table 3-2**, above, maximum daily emissions of all air pollutants would remain below all applicable regional SCAQMD thresholds identified. In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity.

TABLE 3-2: ESTIMATED REGIONAL CONSTRUCTION EMISSIONS – UNMITIGATED						
Construction Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
SITE CLEARING						
On-Site Emissions	0.5	5.8	3.9	<0.0	0.2	0.2
Off-Site Emissions	0.2	2.2	1.3	<0.0	0.4	0.1
Total	0.7	8.0	5.1	<0.0	0.6	0.3
EXCAVATION & GRADING						
On-Site Emissions	0.8	7.8	6.7	<0.0	0.7	0.5
Off-Site Emissions	0.2	2.2	1.3	<0.0	0.4	0.1
Total	0.9	10.1	7.9	<0.0	1.1	0.6
CONSTRUCTION + PAVING						
On-Site Emissions	0.6	6.3	7.3	<0.0	0.3	0.3
Off-Site Emissions	0.1	0.8	1.0	<0.0	0.3	0.1
Total	0.7	7.1	8.2	<0.0	0.6	0.4
LANDSCAPING & FINISHING						
On-Site Emissions	0.2	2.4	3.4	<0.0	0.1	0.1
Off-Site Emissions	0.1	0.8	0.9	<0.0	0.3	0.1
Total	0.3	3.2	4.3	<0.0	0.4	0.2
Maximum Daily Emissions	0.9	10.1	8.2	<0.0	1.1	0.6
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Note: Emissions modeling files can be found in Appendix A. SOURCE: TAHA, 2021.						

Table 3-3 presents the results of emissions modeling from on-site construction sources. The SCAQMD’s LSTs selected for comparison values are for a five-acre construction site in SRA 12 with a sensitive receptor within 25 meters. Maximum on-site emissions during project construction would not exceed the applicable LST values. The proposed project would result in a less-than-significant impact related to consistency with the AQMP and construction emissions.

TABLE 3-3: ESTIMATED LOCALIZED CONSTRUCTION EMISSIONS – UNMITIGATED				
Construction Activity	Maximum Daily On-Site Emissions (Pounds Per Day)			
	NO_x	CO	PM₁₀	PM_{2.5}
EMISSIONS ANALYSIS				
Site Clearing	5.8	3.9	0.2	0.2
Excavation & Grading	7.8	6.7	0.7	0.5
Construction + Paving	6.3	7.3	0.3	0.3
Landscaping & Finishing	2.4	3.4	0.1	0.1
IMPACT ANALYSIS				
Maximum Daily Localized Emissions	7.8	7.3	0.7	0.5
Localized Significance Threshold*	46	673	4	3
Exceed Threshold?	No	No	No	No
*The project site is located in LST SRA 12, is less than one acre in area, and is approximately 50 feet from nearby residences. Note: Emissions modeling files can be found in Appendix A. SOURCE: TAHA, 2021.				

Operation

The proposed project would generate regional operational emissions from vehicle trips and energy use. As discussed in Section 3.17, Transportation, the proposed land uses would generate 29 daily trips. Water, electricity, and petroleum based energy would be consumed in the form of irrigation systems, electrical lighting, and the periodic use of landscaping maintenance equipment. CalEEMod program generates estimates of emissions from energy use based on the land use type and size of the project. **Table 3-4** presents the CalEEMod results for operation of the proposed project. Future occupation of the proposed project would not result in daily emissions that exceed SCAQMD regional thresholds for any applicable pollutant.

TABLE 3-4: ESTIMATED DAILY OPERATIONAL EMISSIONS						
Operational Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
EMISSIONS ANALYSIS						
Area Sources	<0.0	<0.0	<0.0	<0.0	<0.0	<0.0
Energy Sources	<0.0	<0.0	<0.0	<0.0	<0.0	<0.0
Mobile Sources	<0.0	0.2	0.6	<0.0	0.2	<0.0
IMPACT ANALYSIS						
Daily Operational Emissions	<0.0	0.2	0.6	<0.0	0.2	<0.0
Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Note: Emissions modeling files can be found in Appendix A. SOURCE: TAHA, 2021.						

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP and the RTP/SCS. Regarding growth forecasts, the proposed project is a recreational facility which would be used by the residents from the surrounding residential uses. The proposed project would not directly or indirectly lead to the increase in the surrounding population such that would exceed AQMP growth forecasts. The proposed recreational infill development has no potential to interfere with regional and City growth projections, which are orders of magnitude greater than the population, housing, and employment numbers associated with the proposed project. Therefore, the proposed project would have no potential to result in growth that would exceed the projections incorporated into the AQMP, and impacts are less than significant.

b) Less-Than-Significant Impact. The SCAB is designated as nonattainment of either the California Ambient Air Quality Standards and/or National Ambient Air Quality Standards for O₃, PM₁₀, and PM_{2.5}. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Considering the existing environmental conditions, the SCAQMD propagated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts. As discussed above, air pollutant emissions associated with construction of the proposed project would not exceed any applicable SCAQMD air quality thresholds of significance. The SCAQMD does not consider individual project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. Therefore, the proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants, and impacts are less than significant.

c) Less-Than-Significant Impact

Construction

As shown in **Table 3-3**, criteria pollutant and ozone-precursor emissions from on-site sources would remain below applicable localized SCAQMD thresholds, which indicate there is no possibility for the occurrence of substantial concentrations of these pollutants reaching sensitive receptors. With regards to concentrations of air toxics, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose-response is cumulative in nature. Short term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD air quality significance threshold of 10 excess cancers per million.

Construction of the proposed project would persist for approximately eight months which represents only two percent of the 30-year exposure period that the Office of Environmental Health Hazard Assessment (OEHHA) utilizes for assessing long-term residential and occupational carcinogenic exposures and risks. On average, diesel PM emissions from on-site equipment would be approximately 0.33 pounds per day. The proposed project would comply with the CARB In-Use Off-Road Diesel Vehicle Regulation and the Air Toxics Control Measure, which limit diesel powered equipment and truck idling to no more than five minutes at a location and minimize diesel PM emissions through inspections and maintenance. Adhering to these provisions would

ensure that substantial diesel PM concentrations at sensitive receptor locations would not be generated by on-site equipment activity. A majority of haul truck diesel PM emissions would be dispersed along the haul truck route, and at the project site haul truck idling would be limited to five minutes or less as required by the CARB truck rule. Therefore, the proposed project would result in a less-than-significant impact related to construction toxic air contaminant emissions, concentrations, and exposures.

Operation

The proposed skate park would not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions, nor does it include a land use that would generate a substantial number of heavy-duty truck trips within the region. The proposed project would not generate air toxic emissions that would expose sensitive receptors to substantial pollutant concentrations. Therefore, no impact would occur.

d) Less-Than-Significant Impact

Construction

Odors are the only potential construction emissions other than the sources addressed above. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Therefore, the proposed project would result in a less-than-significant impact related to construction odors.

Operation

Odors are the only potential operational emissions other than the sources addressed above. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding.⁶ The skate park does not include any uses that would produce operational odors. The proposed project does not contain any restroom facilities that could contribute to operational odor sources. The operations would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. On-site trash receptacles would have the potential to create adverse odors. The facility would properly maintain odors associated with trash in compliance with the Los Angeles Municipal Code (LAMC). Therefore, the proposed project would result in a less-than-significant impact related to operations odors.

⁶SCAQMD, *CEQA Air Quality Handbook*, 1993.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. The project site is currently vacant land located in an urbanized area and surrounded by residential, commercial, and industrial uses. Plant life on the project site includes shrubs, grasses, and mature trees. A search conducted of the California Department of Fish and Wildlife’s (CDFW) California Natural Diversity Database (CNDDDB) confirms that there have been no recent sightings of any endangered, rare, or threatened species on the project site.⁷ The proposed project would not effect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or the United States Fish and Wildlife Service (USFWS), and no impact would occur.

b) **No Impact.** A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site is located within an urbanized area surrounded by residential, commercial, and industrial uses.

⁷California Department of Fish and Wildlife, *California Natural Diversity Database*, <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>, accessed March 2021.

Neither the project site nor any site within the project area contains any riparian habitat, streams or water courses necessary to support riparian habitat.⁸ There is a narrow pocket park running parallel to the project site on the opposite side of Avella Grigsby Place; however, it does not contain any riparian or natural community. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.

- c) **No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. As stated in Response to Checklist Question 3.4.b, the project site does not contain any state or federally protected wetlands. The project site is located in an urbanized area, and the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur.
- d) **Less-Than-Significant Impact with Mitigation.** A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The project area is highly urbanized, and there are no wildlife corridors on or in proximity to the project site according to the CDFW's Biogeographic Information and Observation System (BIOS). The project site does not contain any state or federally protected wetlands that would contain migratory fish or other wildlife species. However, there are several mature trees within the project site, and if migratory birds were to traverse the site, these trees may potentially provide nesting sites for migratory birds. Construction of the proposed project would necessitate that the trees on the site be removed, which could potentially affect migratory birds. Nesting habitat for migratory birds is protected under the Migratory Bird Treaty Act (MBTA). Therefore, should tree removal activities occur during the nesting bird season, generally considered to extend from February 15 through September 15, the implementation of the avoidance and minimization measures provided in Mitigation Measure **BIO-1** would reduce impacts to nesting birds to a less-than-significant level.
- e) **No Impact.** A significant impact would occur if the proposed project were inconsistent with local regulations pertaining to biological resources. The project site includes shrubs, grasses, and seven mature, healthy trees whose classification is not known at this time. The project site is not known to host any of the protected trees listed in Chapter 4, Article 6, Section 46.01 of the LAMC, and therefore it is unlikely that tree removal from the site would violate any local regulation. Should any of the trees on the project site be found to be classified as protected trees, they shall be removed during construction activities in keeping with the permitting and replacement requirements of Section 46.02 of the LAMC. The landscaping plan for the project will add a net increase of trees to the site and any tree removed during construction will adhere to permitting, replacement, and in-lieu fees in compliance with the LAMC. In addition, as the only rare, threatened, or endangered plant species in the region was last seen in 1930, it is highly unlikely that any plants removed from the site would be protected by the California Native Plant Protection Act. Lastly, the site is not known to be a corridor or habitat of any protected animal species according to CDFW's BIOS database, which is the Responsible Agency and authority on

⁸The closest named water body is the Compton Creek, which is an engineered flood control channel located 0.75 miles west of the subject site.

biological resources in California. The proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact would occur.

- f) **No Impact.** A significant impact would occur if the proposed project were inconsistent with any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional, or state habitat conservation plan. The project site is located in an urbanized area and surrounded primarily by residential, commercial, and industrial uses. It is consistent with The Greater Los Angeles County Open Space for Habitat and Recreation Plan's goal to provide more recreational open space in Los Angeles's most urbanized areas through neighborhood and community parks and sports fields. The project site is not located within or adjacent to the boundaries of any other adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

MITIGATION MEASURES

BIO-1 Tree removal activities shall occur outside of the nesting season (February 15 through September 15). If avoidance within this time period is not feasible, the following additional measures shall be employed:

- 1 A pre-construction nesting survey shall be conducted by a qualified biologist within three days prior to the start of construction activities to determine whether active nests are present within or directly adjacent to the construction zone. All nests found shall be recorded.
- 2 If construction activities must occur within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor, a qualified biologist shall monitor the nest on a weekly basis and the construction activity shall be postponed until the biologist determines that the nest is no longer active.

If the recommended nest avoidance zone is not feasible, the qualified biologist shall determine whether an exception is possible and obtain concurrence from the appropriate resource agency before construction work can resume within the avoidance buffer zone. All work shall cease within the avoidance buffer zone until either agency concurrence is obtained or the biologist determines that the adults and young are no longer reliant on the nest site.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.5 CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) No Impact. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a historical resource. CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values.

A historical and cultural records search was requested from the South Central Coastal Information Center (SCCIC). The SCCIC is one of 12 regional Information Centers that comprise the California Historical Resources Information System (CHRIS). CHRIS works under the direction of the California Office of Historic Preservation and the State Historic Resources Commission. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources, the National Register of Historic Places, the California State Built Environment Resources Directory, and the City of Los Angeles Historic-Cultural Monuments listings were reviewed for the above referenced project site and a 0.25 -mile radius. The results of the records search, which is included in Appendix B, indicates that there is one Built-Environment Resource within the project area and no reported resources relative to the California Points of Historical Interest, the California Register of Historical Resources, or the National Register of Historic Places within the project area. In addition, the California Native American Heritage Commission was contacted in March 2021, to request a search of the Sacred Lands File for the project area. The results of this search showed no Sacred Land claims have been filed in the project area. The project site is currently vacant and overgrown with a variety of shrubs, grasses and trees. The site has been previously disturbed, and minimal excavation will be required as the skate park space would be above ground. Therefore, no impact would occur.

b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed project. CEQA Guidelines Section 15064.5 defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources associated with a scientifically recognized important prehistoric or historic event or person. Inglewood is located in Southern California, which is the ancestral territory of

several Native American tribes. Archaeological materials associated with occupation of the City are known to exist and have the potential to provide important scientific information regarding history and prehistory. As discussed above, the results of the SCCIC records search indicates that there are no reported resources in the project area. Furthermore, project site has been subject to previous grading and development. Any surficial archaeological resources that may have existed on the project site are likely to have been previously disturbed or removed. In addition, the skate park space would be above ground, so minimal excavation will be required. Nonetheless, given there is a possibility of encountering unknown archaeological resources, Mitigation Measure **CUL-1** provides a protocol for the inadvertent discovery of archaeological resources. With implementation of Mitigation Measure **CUL-1** impacts related to archaeological resources would be less than significant.

- c) **Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the project site, there is always a possibility that human remains may be unexpectedly encountered during construction. The project site has been subject to prior instances of grading and development, and therefore it is highly unlikely that any human remains would be encountered during construction. In addition, the skate park space would be above ground, so minimal excavation will be required. Nonetheless, in the unlikely event that human remains are encountered during construction, Mitigation Measure **CUL-2** would require the compliance with Section 7050.5 of the California Health and Safety Code. If human remains of Native American origin are discovered during construction activities, the proposed project would be required to comply with state laws, under the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to handling of Native American burials. Therefore, with implementation of Mitigation Measure **CUL-2**, impacts related to human remains would be less than significant.

MITIGATION MEASURES

- CUL-1** If buried materials of potential cultural significance are discovered within an undisturbed context during earth-moving operations associated with the project, then all work in that area shall be halted or diverted away from the discovery to a distance of 50 feet until the monitor and a qualified archaeological supervisor can evaluate the nature and/or significance of the find(s). Construction shall not resume in the locality of the discovery until consultation between the qualified supervisor, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. In response to the discovery of significant cultural resources, the Lead Agency may also add additional compliance tasks to be followed during the continued site development, which may include additional monitoring.
- CUL-2** The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately, together with the lead agency and the property owner. If human remains of Native American origin are discovered during construction activities, the proposed project would be required to

comply with state laws, under the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to handling of Native American burials. The Coroner must notify the Native American Heritage Commission within 24 hours, which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the project site within 48 hours of being granted access to the project site and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.6 ENERGY - Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) Less-Than-Significant Impact. The main forms of available energy supply are electricity, natural gas, and oil. During construction of the proposed project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the project site, and delivery and haul truck trips. Construction activities would comply with CARB’s “In-Use Off-Road Diesel Fueled Fleets Regulation”, which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, the proposed project would comply the California Renewable Portfolio Standard, the Clean Energy and Pollution reduction Act of 2015 (Senate Bill (SB) 350). Compliance with local, state, and federal regulations would reduce short-term energy demand during the proposed project’s construction to the extent feasible, and proposed project construction would not result in a wasteful or inefficient use of energy.

During operations of the proposed project, the Los Angeles Department of Water and Power (LADWP) would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of recreational uses, requiring electricity for exterior lighting features, security systems, and irrigation systems. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips. However, as a skate park, the proposed project does not involve any characteristics or processes that would require the use of energy intensive equipment or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies.

In April 2015, the City of Los Angeles adopted the Sustainable City pLAn, a roadmap made up of short term (by 2017) and longer term (by 2025 and 2035) targets in 14 categories to reduce energy consumption. The pLAn proposes several policies related to energy-efficiency and conservation, including requirements to recycle 80 percent of construction debris by 2021. Construction of the proposed project will be subject to the California Green Building Standards Code, which requires nonresidential development projects to employ best management practices in reducing energy consumption during construction and operations. The proposed project does not include any feature (i.e., substantially alter energy demands) that would interfere with implementation of these state and City codes and plans. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.7 GEOLOGY AND SOILS - Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Geotechnical Engineering Report was prepared by Earth Systems Pacific for the proposed project dated February 21, 2021. Field exploration consisted of drilling and sampling four exploratory hollow-stem auger test borings to depths of approximately five to 50 feet below the existing ground surface. The purpose of the field exploration was to determine the soil conditions, groundwater depth, and soil percolation rates. The conclusions of the report are described in the responses to the checklist questions below.

- a.i) **No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault

Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. According to the California Department of Conservation Earthquake Zones of Required Investigation map, the project site is not located within the Alquist-Priolo Special Studies Zone, and no trace of any known active or potentially active fault passes through the project site.⁹ Therefore, no impact would occur.

- a.ii) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The proposed project does not include activities that would increase the potential to expose people or structures to the adverse effects involving strong seismic ground shaking. The proposed project consists of the construction of a skate park which would be poured in place concrete and would be above ground. The proposed project would also include a shade structure, benches, path of travel, accessible drinking fountain, landscaping, and perimeter tubular steel fencing. The design and construction of the proposed skate park would conform to the California Building Code seismic standards, as well as all other applicable codes and standards to reduce impacts from strong seismic ground shaking. Therefore, a less-than-significant impact would occur.
- a.iii) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation map, the project site is located within the South Gate liquefaction hazard zone.¹⁰ However, prior to the issue of building permits, a site-specific geotechnical study would be prepared by a licensed engineer to outline structural design elements that would maintain structural integrity to the maximum extent. The proposed skate park would be poured in place concrete and would be above ground. It would be constructed in accordance with the California Building Code, which is designed to assure safe construction appropriate to site conditions. Therefore, a less-than-significant impact would occur.
- a.iv) No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to landslides. According to the California Department of Conservation's Earthquake Zones of Required Investigation map, the

⁹California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, March 17, 2021.

¹⁰*Ibid.*

project site is not located within an earthquake-induced landslide area.¹¹ Therefore, no impact would occur.

- b) Less-Than-Significant Impact.** A significant impact would occur if construction activities or future uses of the proposed project would result in substantial soil erosion or loss of topsoil. During ground disturbing activities, such as grading, the project site could potentially be subject to soil erosion or loss of topsoil. However, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts. Section 64.72 of the Los Angeles Municipal Code identifies requirements for stormwater pollution control measures from construction activities. Low impact development (LID) practices and standards for stormwater pollution mitigation would be implemented, and a stormwater pollution prevention plan (SWPPP) would be reviewed and approved prior to construction and operation of the proposed project. The SWPPP would implement set LID standards and practices for stormwater pollution mitigation. Therefore, a less-than-significant impacts related to soil erosion or the loss of topsoil would occur.
- c) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project would cause geologic unit or soil on the project site to become unstable or, if the project site is on unstable geologic unit or soil as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed above, the project site is located within a liquefaction hazard zone but not within an earthquake-induced landslide area.¹² Construction of the proposed project would not involve extensive excavation, soil destabilization, or other activities which would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. The project site and the surrounding area are relatively flat and, thus, are not susceptible to landslides. However, as discussed in the Geotechnical Engineering Report, the surface of the project site is covered with Artificial fill up to two feet deep, and the project site would require more firm uniform bearing in order to support the geo-structural needs of the skate park. Mitigation Measure **GEO-1** would ensure that the skate park in constructed to adequate levels of soil stability. Therefore, with implementation of Mitigation Measure **GEO-1**, impacts would be less than significant.
- d) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Expansive soils are commonly very fine-grained with high to very high percentages of clay and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. As determined by the Geotechnical Engineering Report, the surface of the project site is covered with Artificial fill soils to a depth of approximately two feet, which are underlain by alluvial soils. The alluvial soils were found to consist predominantly of loose to very dense silty sands and poorly graded sands and medium stiff to very stiff silts and clays. These upper on-site soils are considered to have a very low expansion potential. However, as

¹¹California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, March 17, 2021.

¹²*Ibid.*

described above, the surface of the project site would require firm uniform bearing in order to support the geo-structural needs of the skate park. Mitigation Measure **GEO-1** would ensure that the skate park is constructed to adequate levels of soil stability. Therefore, with implementation of Mitigation Measure **GEO-1**, impacts would be less than significant.

- e) **No Impact.** A significant impact would occur if adequate wastewater disposal were not available to the project site. The project site is fully developed and located in an urbanized area of the City, where wastewater infrastructure is currently in place. The proposed project would connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.
- f) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project directly or indirectly destroyed a unique paleontological resource or unique geologic feature. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. The project site is underlain with Quaternary Alluvial Valley Deposits (Q), which are sediment deposited from rivers. These types of rocks typically do not form fossil bearing rock, as opposed to sedimentary rock. The likelihood of encountering paleontological resources within Q is very low. Furthermore, as discussed in Response to Checklist Question 3.5(b), any ground-disturbing activities associated with the proposed project would cease if any archaeological or paleontological resources are encountered. Therefore, less-than-significant impacts would occur.

MITIGATION MEASURES

- GEO-1** To provide more firm uniform bearing conditions for foundation and slab-on-grade construction and/or any settlement sensitive structures, the following activities would be required:
- a. Native soils and existing artificial fill beneath the proposed improvements (i.e., ramps, stairs, slabs-on-grade, walls, etc.) shall be excavated a minimum of three feet below the bottom of the footings, four feet below existing grade, or through the existing fill, whichever is deeper. Remedial excavations shall be performed to a distance of at least four feet laterally beyond the outside edge of the improvement. The base of the remedial excavation shall be a level elevation. Foundation plans and details shall be checked carefully during grading to establish the actual bottom of footing elevations in the field.
 - b. All exposed ground surfaces (subgrades) at the base of the remedial excavations shall be firm, unyielding, and not excessively wet or excessively dry. If any of these conditions are not acceptable at the minimum recommended over-excavation depth, additional excavation shall be required until suitable subgrade conditions are found.
 - c. The bottom of the remedial excavation shall be scarified (ripped) six inches and recompacted.
 - d. The excavated soils may be reused to backfill the remedial excavations provided they are processed to remove any deleterious materials, debris, particles greater than six inches maximum dimension, and are properly moisture conditioned and

compacted. During replacement of the excavated soils in the remedial excavations, and recompaction of the scarified soils, the soils shall be moisture conditioned to above the optimum moisture content and be uniformly compacted to at least 90% of the maximum dry density as determined by American Society for Testing and Materials D1557 test procedures using mechanical compaction equipment. To aid in the compaction operation, fill shall be placed in lifts not exceeding six inches compacted thickness. Compaction shall be verified by testing.

- e. The geotechnical consultant's representative shall review the site grading prior to scarification of the bottom of the remedial excavation. Local variations in soil conditions may warrant increasing the depth of remedial excavation. Any deeper areas of loose soils shall be removed and be replaced as compacted, engineered fill.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.8 GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less-Than-Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), keep the average surface temperature of the Earth close to 60 Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.¹³

In addition to CO₂, CH₄, and N₂O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels, such as coal, diesel, and biomass), and water vapor. CO₂ is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO₂. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO₂, denoted as CO₂e. CO₂e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the City nor SCAQMD has officially adopted a quantitative threshold value for determining the significance of GHG emissions that will be generated by projects under CEQA.

SCAQMD published the Draft Guidance Document – Interim CEQA GHG Significance Threshold in October 2008.¹⁴ SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group beginning in April of 2008 to examine alternatives for establishing quantitative GHG thresholds within the district's jurisdiction. The Working Group proposed a tiered screening methodology for assessing the potential significance of GHG emissions generated by CEQA projects. The tiered screening methodology was

¹³California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.

¹⁴SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

outlined in the minutes of the final Working Group meeting on September 28, 2010.¹⁵ For the purposes of this environmental assessment, the interim Tier III screening threshold value of 3,000 MTCO₂e per year is the most appropriate comparison value for impacts determination based on the recreational elements comprising the proposed project.

GHG emissions that will be generated by the proposed project were estimated using CalEEMod, as recommended by the SCAQMD. CalEEMod quantifies GHG emissions from construction activities and future operation of projects. Sources of GHG emissions during project construction will include heavy-duty off-road diesel equipment and vehicular travel to and from the project site. Sources of GHG emissions during project operation will include vehicular travel, energy demand, and water use. In accordance with SCAQMD methodology, the total amount of GHG emissions that would be generated by construction of the proposed project was amortized over a 30-year operational period to represent long-term impacts.

Table 3-5 presents the estimated GHG emissions that would be released to the atmosphere on an annual basis by the proposed project. Construction of the proposed project would produce approximately 167.4 MTCO₂e, or 5.6 MTCO₂e annually over a 30-year period. The total annual operating emissions would be approximately 44.1 MTCO₂e per year after accounting for amortized construction emissions. This mass rate is adequately below the most applicable quantitative draft interim threshold of 3,000 MTCO₂e per year recommended by SCAQMD to capture 90 percent of CEQA projects within its jurisdiction. Therefore, impacts would be less than significant.

TABLE 3-5: PROPOSED PROJECT ANNUAL GREENHOUSE GAS EMISSIONS	
Scenario and Emission Source	Carbon Dioxide Equivalent (Metric Tons per Year)
Construction Emissions Amortized (Direct)*	5.6
Area Source Emissions (Direct)	<0.0
Energy Source Emissions (Indirect)	0.0
Mobile Source Emissions (Direct)	32.7
Waste Disposal Emissions (Indirect)	0.0
Water Distribution Emissions (Indirect)	5.9
TOTAL	44.1
SCAQMD Draft Interim Significance Threshold	3,000
Exceed Threshold?	No
*Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. SOURCE: TAHA, 2021.	

- b) Less-Than-Significant Impact.** Assembly Bill 32 requires CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions and directs CARB to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. On December 11, 2008, CARB adopted the Scoping Plan, which sets forth the framework for facilitating the State’s goal

¹⁵SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2), accessed on March 17, 2021.

of reducing GHG emissions to 1990 levels by 2020. The First Update of the Scoping Plan was adopted on May 22, 2014. CARB has adopted the 2017 Scoping Plan in November 2017 which details strategies to cut back 40 percent of GHGs by 2030. Neither Assembly Bill 32, the updated first Scoping Plan or the 2017 Scoping Plan establishes regulations implementing, for specific projects, the Legislature's Statewide goals for reducing GHGs.¹⁶ The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions, including expanding energy efficiency programs, increasing electricity production from renewable resources (at least 33 percent of the statewide electricity mix), and increasing automobile efficiency, implementing the Low-Carbon Fuel Standard, and developing a cap-and-trade program. These measures are designed to be implemented by state agencies, and therefore the proposed project would not interfere with implementation of the Assembly Bill 32 measures.

The California legislature enacted SB 375 in 2008 to set regional targets for the reduction of GHG emissions and require the preparation of SCSs by metropolitan planning organizations. For the SCAG region, the SCS is contained in the Connect SoCal 2020–2045 RTP/SCS. The RTP/SCS focuses the majority of new job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The proposed project would be an infill development to serve the surrounding residential population and would only generate approximately 29 daily trips during the weekdays and approximately 20 daily vehicle trips on the weekends. The project site would also be located within 600 feet of the Metro C Line (Green) Willowbrook/Rosa Parks Station, which provides light-rail service from Redondo Beach to Norwalk and is considered a major transit stop. This C Line station also provides connections to the local Metro bus lines 55, 120, 202, and 205. The project is located within a Transit Priority Area (TPA) as defined by the SCAG, as part of SCAG's 2045 plan. Therefore, the proposed project would be consistent with the RTP/SCS and SB 375.

SB 743 was enacted in 2013 to progress the assessment of transportation impacts under CEQA, and in 2018 new CEQA Guidelines were published that incorporated SB 743 by promulgating the use of vehicle miles traveled (VMT) and VMT reductions as a significance threshold metric. Because the proposed project is located within a TPA, the proposed project would not have the potential to conflict with the regional VMT reduction efforts of SB 743 and impacts are presumed to be less than significant.

With regards to local climate planning initiatives, the City adopted Sustainable City pLAN in April 2015 to guide the City toward attainable conservation goals that may also significantly reduce the impact of GHG emissions within the community. The proposed project would be consistent with the pLAN by complying with the California Building Code (Title 24), including the California Green Building Standards Code. The California Green Building Standard Code, referred to as CALGreen, is the first statewide Green Building Code. CALGreen lays out minimum requirements for newly constructed buildings in California, which will reduce GHG emissions through improved efficiency and process improvements. It requires builders to, to divert 65 percent of construction waste from landfills to recycling, and to use low-pollutant paints, carpets, and floors.

¹⁶*Center for Biological Diversity v. California Department of Fish and Game* (2015) 62 Cal.4th 204, 259).

Additionally, the Conservation Element of the City's General Plan states that the City has the responsibility to monitor development and to plan and implement programs and measures to improve mobility and reduce air pollution, such as transit-oriented development (TOD). The proposed project is located within one-half mile of the C Line (Green) Willowbrook/Rosa Parks Station and within one-quarter mile of a high-frequency bus stop, and therefore satisfies the goals of the Conservation Element. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.9 HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Phase I and Phase II Environmental Site Assessments (ESAs) were conducted by Pinnacle Environmental Technologies for the proposed project. Pinnacle also delineated the extent of the lead-impacted soil that was identified as part of the Phase II ESA. The conclusions of the reports are described in the responses to the checklist questions below.

a) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project created a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, the transport, use, and disposal of any construction-related hazardous materials would occur in accordance with manufacturers' instructions and handled and disposed of in compliance with applicable federal, state, and local regulations governing such activities.

A Phase I ESA was conducted at the project site to assess if current or historical property uses have impacted the soil or groundwater beneath the project site that could pose a threat to the environment and/or human health. Subsequently, a Phase II ESA was conducted at the project site which identified hazardous materials in the soil. The extent of the lead-impacted soil on the project site was also delineated. To prevent

public exposure, mitigation measures have been identified, and the construction contractor would create a Hazardous Materials Mitigation Plan to remove or contain the small amounts of hazardous materials found in the soil on the project site. Therefore, with implementation of Mitigation Measures **HAZ-1** and **HAZ-2**, impacts related to the creation of hazards to the public or the environment through the routine transport, use, disposal, or release of hazardous materials would be less than significant.

- b) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project created a significant hazard through the accidental release of hazardous materials into the environment. As discussed above, Phase I and Phase II ESAs were conducted on the project site. Soil testing and site observations identified an oil stained area of soil, which would be removed before construction begins. One other sample contained soluble lead at a concentration which classifies as a California non-RCRA hazardous waste. No long-term uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. With implementation of Mitigation Measures **HAZ-1** and **HAZ-2**, the oil-contaminated soil would be removed from the site, and the soil removed during excavation would be tested before appropriate disposal at another location. Therefore, impacts related to the upset and accidental release of hazardous materials into the environment would be less than significant.
- c) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Grape Street Elementary School and Charles Drew University are located within one-quarter mile of the project site. There is a potential for release of hazardous emissions or handling of hazardous materials and substances during the short-term construction activities associated with the proposed project. However, any hazardous materials used during construction of the proposed project or removed during mitigation would be handled in accordance with applicable state laws and regulations, manufacturers' standards. Therefore, a less-than-significant impact would occur.
- d) No Impact.** A significant impact would occur if the proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reason for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater.

A search of the EnviroStor and Geotracker databases determined that the project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.^{17,18,19} Therefore, no impact would occur.

¹⁷Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/>, accessed March 2021.

¹⁸Department of Toxic Substances Control, *GeoTracker*, <https://geotracker.waterboards.ca.gov/>, accessed March 2021.

¹⁹*GeoTracker revealed one LUST Cleanup Site about 250 feet from the project site. It was a former Mobile Station located where Imperial Highway currently sits. The cleanup status is Completed – Case Closed as of 2012. Since the LUST site is removed from the project site and has been fully remediated, it does not pose a significant impact to the proposed project.*

- e) **No Impact.** A significant impact would occur if the proposed project was located within an airport land use plan or within two miles of a public airport or public use airport and would result in a safety hazard or excessive noise for people residing or working in the project area. The project site is not located in an airport land use plan area or within two miles of any airport. The closest airport is the Compton/Woodley Airport, located approximately 2.7 miles south of the project site. Therefore, the proposed project would not result in an airport- or airstrip-related safety or noise hazard for people residing or working in the area, and there would be no impact.
- f) **No Impact.** A significant impact would occur if the proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project is located just north of primary disaster route I-105 freeway and secondary disaster route Imperial Highway. Other nearby secondary disaster routes include South Alameda Street. The proposed project would not involve any uses that would interfere with an emergency response or evacuation plan. Additionally, the project site can be accessed by emergency services via Wilmington Avenue or East 115th Street. The proposed project would not change or impede any emergency evacuation routes or response plans. In the event of an emergency, the proposed project would comply with the City of Los Angeles 2018 Local Hazard Mitigation Plan, which addresses the City's planned response to extraordinary emergency situations associated with man-made and natural disasters.²⁰ Therefore, the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.
- g) **No Impact.** A significant impact would occur if the proposed project would expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires. The project site is located in an urbanized area of the City and is surrounded primarily by residential, industrial, and commercial uses. The project site is not located within a wildland area and is not considered a significant fire hazard by the California Department of Forestry and Fire Protection. Therefore, no impact would occur.

MITIGATION MEASURES

- HAZ-1** The previously identified oil-stained surface area shall be removed using hand tools and placed in drums for disposal. Drums shall be hauled off site and disposed of in the appropriate landfill.
- HAZ-2** The construction contractor shall collect samples of any soil removed in the excavation or construction process. Before it is moved off site for disposal, it shall be tested for hazardous contaminants, and all hazardous materials shall be handled and disposed of in accordance with applicable state laws and regulations.

²⁰City of Los Angeles, *2018 Local Hazard Mitigation Plan*, <https://www.emergency.lacity.org/hmp-documents>, accessed March 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.10 HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less-Than- Significant Impact. A significant impact would occur if the proposed project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The project site occupies approximately 0.85 acres (37,000 square feet) when the area for the off-ramp is subtracted. The project site is generally flat, and the elevation at the site is approximately 94 feet above mean sea level. Construction of the proposed project would require site clearing, excavation and grading, construction and paving, and landscaping and finishing. Ground disturbing activities would result in exposed soils and debris, as well as equipment and materials that may contribute pollutants in stormwater runoff. The proposed project is required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity in compliance with California's Construction General Permit Order 2009-0009-DWQ. This Order enforces the federal Clean Water Act, which requires that projects meeting certain United States Environmental Protection Agency qualifications comply with a National Pollutant Discharge Elimination System (NPDES) permit. The Construction General Permit

requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. Per Section 64.72 of the Los Angeles Municipal Code, the City of Los Angeles requires all projects to comply with NPDES permitting requirements and for construction contractors to formulate and submit SWPPPs that integrate Low Income Development (LID) and Best Management Practices (BMP) and standards for stormwater pollution mitigation. The implementation of LIDs and BMPs during construction will reduce impacts from stormwater pollution runoff to the greatest extent possible. In addition, the proposed project would introduce vegetation to the project area that would absorb stormwater and prevent runoff from the project site during operational activities. The project will comply with federal, state, and local laws and regulations governing water quality, waste discharge, and groundwater quality. Therefore, a less-than-significant impact would occur.

- b) No Impact.** A significant impact would occur if the proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. The proposed project is within the Coast Plain of Los Angeles Groundwater Basin – Central Subbasin. However, none of the Central Subbasin's recharge areas are near the project site.²¹ Additionally, as discussed in the Geotechnical Engineering Report, the field exploration encountered no free groundwater to the maximum depth explored. The nearest well is located $\frac{3}{4}$ of a mile southeast of the project site, which most recently measured groundwater at a depth of 122 feet.²² Furthermore, the proposed project would not require the use of groundwater, would not install any groundwater wells, and would not otherwise directly withdraw any groundwater during construction or operations of the proposed project. Therefore, no impact would occur.
- c.i) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would substantially alter the existing drainage pattern of the project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation on or off-site. The project site is located in an urbanized area of the City. The closest named water body is the Compton Creek, which is an engineered flood control channel managed by the Los Angeles Flood Control District and located 0.75 miles west of the subject site. The proposed project would have no impact on this existing water channel. Per the Phase I ESA, the sanitary and storm sewer conveyance systems in the area are operated and maintained by the City of Los Angeles Department of Public Works, Bureau of Sanitation. The project site is within secondary sewer basin Z18 of the Watts/Harbor Primary Sewer Drainage Basin, which incorporates Watts and areas west to Interstate 110. Wastewater from the area is directed to the Hyperion Treatment Plant in El Segundo.

The project site is currently vacant and overgrown with a variety of shrubs, grasses and mature trees. The proposed project would introduce approximately 12,000 net square feet of impervious surfaces to the site. The addition of impervious surfaces may have an impact on on-site drainage patterns. In addition, on-site soils would temporarily be exposed to surface water runoff during construction. However, as discussed above, the proposed project would be required to obtain a General Construction Activity Stormwater

²¹California's Groundwater (Bulletin 118), *Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin*, February 27, 2004, www.water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_011_04_CentralSubbasin.pdf.

²²Earth Systems Pacific. *Preliminary Geotechnical Report*, dated April 6, 2021.

Permit, issued by the State Water Resources Control Board. One of the conditions of the General Permit is the development and the implementation of a SWPPP, which would identify structural and nonstructural BMP to be implemented during the construction phase. With implementation of BMPs, the proposed Project would not violate any water quality standards or waste discharge requirements. The proposed project would comply with the requirements of the NPDES General Construction Activity Permit, and therefore, would not alter existing drainage patterns in a manner that would result in erosion or flooding or increase stormwater runoff that would likely exceed existing storm drain capacity or increase pollutants in stormwater runoff. The completed project site would be bordered with vegetation that would absorb stormwater and prevent runoff from egressing the project site. Therefore, impacts on the site's drainage pattern through substantial erosion or siltation would be less than significant.

- c.ii) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project site is located within an urbanized area of the City with existing stormwater infrastructure in place. Runoff from the site currently discharges to existing storm drains on Wilmington Avenue. Following construction of the proposed project, stormwater runoff from the project site would be directed into existing storm drains that currently receive surface water runoff under existing conditions. According to Los Angeles Department of Public Works, the project site is not located on a floodplain or floodway. It is in a designated Federal Emergency Management Agency Flood Zone X, which is an area determined to be outside the 500-year flood level and protected by levee from 100-year flood.²³ Therefore, the project site is not in a high-risk flood zone. While the proposed project would introduce impervious surfaces to the currently vacant project site, the proposed project would disturb a relatively small area of soil and it is not located in an area at high risk of flooding. Therefore, the proposed project is not expected to result in impacts to the existing drainage pattern such that it would result in on- or off-site flooding, and less than significant impact would occur.
- c.iii-iv) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems, provide substantial additional sources of polluted runoff, or impede or redirect floods. As discussed above, construction of the proposed project would comply with the NPDES General Construction Activity Permit, which mandates the development and the implementation of a SWPPP. The SWPPP will include measures to control the amount and manner of surface runoff. Furthermore, the proposed project would not cause run-off to drain on to an unimproved street or on to adjacent properties other than the surrounding public rights-of-way (Wilmington Avenue, Imperial Highway access roads, Arvella Grigsby Place, and East 115th Street). Any changes to the existing drainage pattern due to the increase of impervious surfaces would be mitigated through compliance with federal, state, and local regulation, and a less than significant impact would occur.
- d) No Impact.** A significant impact would occur if the proposed project was located in a flood hazard, tsunami, or seiche zones, and therefore at risk of release of pollutants due to project inundation. The project site is not located near a body of water that is large enough to create a seiche during a seismic event. The project site is located approximately 12 miles east of the Pacific Ocean and is not within a coastal zone or

²³Los Angeles County Public Works, *Flood Zone Determination*, <https://pw.lacounty.gov/floodzone/>, accessed March 2021.

tsunami inundation area.²⁴ The proposed project and surrounding area is located within an Area of Minimal Flood Hazard (Zone X).²⁵ Therefore, no impact would occur.

- e) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Water to the site area is provided by the LADWP, which uses the LADWP Urban Water Management Plan (2015) to anticipate water supply and needs. The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act delegate certain surface and groundwater water quality and control responsibilities to State and Regional Water Boards. The relevant water quality control plan for Los Angeles is the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. The proposed project will be required to comply with the policies and plans outlined in the LADWP Urban Water Management Plan and the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. As the project's construction and operation activities are not expected to remove or discharge a significant amount of water, a less than significant impact is expected.

²⁴California Department of Conservation, *Los Angeles County Tsunami Hazard Area Maps*, <https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles>, accessed March 2021.

²⁵Federal Emergency Management Agency, *Flood Insurance Rate Map*, <https://msc.fema.gov/portal/search>, accessed March 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.11 LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** A significant impact would occur if the proposed project would physically divide an established community. The project site is located within an urbanized area surrounded by primarily residential, industrial, and commercial uses. It is situated beneath and adjacent to the Wilmington off-ramp of Imperial Highway. It is served by an existing roadway, Wilmington Avenue, and lies approximately 400 feet from the I-105 mainline corridor. Monitor Skate Park is located 350 feet from the project site. The proposed skate park would be consistent with the residential uses that surround the project site. Access to the proposed skate park would be from an entry/exit gate located at the northeast corner of the project site which would be surrounded by perimeter fencing. No separation of uses or disruption of access between land use types would occur as a result of the proposed project. Wilmington Avenue would continue to provide vehicular access to the project site. Imperial Highway and the I-105 freeway south of the project site provide regional access. The proposed project would not involve any street closure, would not result in the development of new thoroughfares or highways, and would not block access to or through the community. Therefore, no impact would occur.

b) **No Impact.** A significant impact would occur if the proposed project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project site is located entirely within the City of Los Angeles in the Southeast Los Angeles Community Plan Area. The City’s current zoning designation for the Project site is C2-1-CPIO (C2 Commercial Zone, C1 Commercial Zone, and a Southeast Los Angeles Community Plan Implementation Overlay District), which permits parks, playgrounds, or community centers, owned and operated by a governmental agency. The Southeast Los Angeles Community Plan establishes the goals, objectives, policies, and programs. Applicable goals and policies include:

- **Goal CF8:** Open space, parkland and recreational facilities that are attractive, safe and inviting for the enjoyment of all.
- **Policy CF8.1:** Parks in Low-Income Communities First. Prioritize new parks in underserved or low-income communities with the greatest need and opportunities.
- **Policy CF9.2:** Acquire Vacant Land for Parks and Open Space. Encourage continuing efforts by City and County agencies to acquire vacant land and surplus city-owned land for parks and open space.

The proposed project will convert a vacant site into a modern, attractive public skate park. Therefore, it will align with the goals and policies of the Southeast Los Angeles Community Plan. The proposed project would be consistent with the City of Los Angeles General Plan and Southeast Los Angeles Community Plan, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.12 MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) No Impact. A significant impact would occur if the proposed project would result in the loss of availability of a known mineral resource that would be of value to the region or locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. The project site is located in an urbanized area and is surrounded primarily by commercial uses. The project area contains no known mineral resources appropriate for mineral extraction. As a result, no impacts relating to mineral resource extraction would occur from implementation of the proposed project. The project site is also not located on or near any oil fields, and no oil extraction and/or quarry activities have historically occurred on or are presently conducted at the project site. Therefore, the proposed project would not result in the loss of availability of any known regionally valuable or locally important mineral resource, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.13 NOISE - Would the project:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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, expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less-Than-Significant Impact with Mitigation Incorporated.** Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA and a 10-dBA increase is subjectively heard as a doubling in loudness. Noise levels decrease as the distance from the noise source to the receiver increases. Noise levels generated by a stationary noise source, or “point source,” will decrease by approximately 6 dBA over hard surfaces (e.g., pavement) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet over hard surface from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise levels generated by a mobile source will decrease by approximately 3 dBA over hard surfaces for each doubling of the distance.

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}). CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to

7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL is always a higher number than the actual 24-hour average. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Summary of Applicable Noise Regulations/Standards

The City has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Regarding construction, LAMC Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) states that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. on Monday through Friday since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment, or other place of residence. Further, no person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday, nor at any time on any Sunday or on a federal holiday.

LAMC Section 112.01 (Radios, Television Sets, and Similar Devices) states that it is unlawful to use or operate any radio, musical instrument, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area. A violation of the LAMC results if the noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof. In addition, a violation results if any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property by more than 5 dBA.

LAMC Section 112.04 (Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices) specifies that no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between the hours of 10:00 p.m. and 7:00 a.m. of the following day.

LAMC Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise-reduction device or techniques during the operation of equipment.

LAMC Section 116.01 (Loud, Unnecessary, and Unusual Noise) states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

Existing Noise Levels

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors have been identified within 500 feet of the proposed project and include:

- Residences located approximately 90 feet to the north;
- Residences located approximately 115 feet to the west;
- Residences located approximately 200 feet to the north;
- Residences located approximately 220 feet to the north;
- Residences located approximately 300 feet to the east;
- Residences located approximately 400 feet to the east; and
- Watts New Hope Community Seventh-day Adventist Church located approximately 400 feet to the west.

To characterize the existing noise environment, short-term noise measurements were taken using a SoundPro DL Sound Level Meter on Thursday, March 18, 2021 between 9:00 a.m. and 11:30 a.m. Hourly noise levels within the project area ranged from 55.4 dBA L_{eq} to 66.8 dBA L_{eq} . Roadway noise from Imperial Highway, the I-105, the Metro light rail vehicles and grade crossing signals and other local roadways the were the most significant sources of noise in the project area. Intermittent spikes in ambient noise in the project area can also be attributed to aircraft flyovers. Monitoring locations and existing noise levels are shown in **Table 3-6**.

TABLE 3-6: EXISTING NOISE LEVELS	
Noise Monitoring Location	Sound Level (dBA, L_{eq})
1818 115 th St.	60.4
1783 115 th St.	62.5
1800 114 th St.	60.6
Willowbrook Ave. and 115 th St.	66.8
1950 115 th St.	55.4
Noise monitoring information can be found in Appendix C. SOURCE: TAHA, 2021.	

Construction

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Typical noise levels from various types of equipment that may be used during each construction phase are listed in **Table 3-7**.

TABLE 3-7: CONSTRUCTION EQUIPMENT NOISE LEVEL RANGES	
Construction Equipment	Noise Level at 50 feet (dBA, L_{eq})
SITE CLEARING	
Backhoe	73.6
Front End Loader	75.1
EXCAVATION/GRADING	
Backhoe	73.6
Excavator	76.7
Grader	81.0
Dozer	77.7
Front End Loader	75.1
CONSTRUCTION/PAVING	
Paving Equipment	76.2
Paver	74.2
Roller	73.0
Forklift	79.4
Concrete Mixer	74.8
LANDSCAPING/FINISHING	
Backhoe	73.6
Forklift	79.4
SOURCE: FHWA, <i>Roadway Construction Noise Model, Version 1.1, 2008.</i>	

Construction activities typically require the use of numerous pieces of noise-generating equipment. In addition, truck trips would be required to remove vegetation and debris. The noise levels shown in **Table 3-8** take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, excavation/grading would generate the loudest noise level of approximately 84.6 dBA L_{eq} at 50 feet.

TABLE 3-8: CONSTRUCTION PHASE NOISE LEVELS	
Construction Phase	Noise Level At 50 Feet (dBA)
Site Clearing	77.4
Excavation/Grading	84.6
Construction/Paving	83.1
Landscaping/Finishing	80.4
SOURCE: FHWA, <i>Roadway Construction Noise Model, Version 1.1, 2008.</i>	

Table 3-9 presents the estimated noise levels at the sensitive receptors nearest to the project site for informational purposes. The most noise-intensive construction activities would occur during the early phases of construction (e.g., demolition, excavation, and shoring). The majority of the latter phases of construction would involve less pieces of heavy equipment and result in lower noise levels.

TABLE 3-9: UNMITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS		
Sensitive Receptors	Distance to Construction (Feet)	Typical Construction Noise Level at Sensitive Receptor (dBA, L_{eq})
Residences to the north	90	75.0
Residences to the west	115	77.4
Residences to the north	200	68.1
Residences to west	220	67.2
Residences to the east	300	69.0
Residences to the east	400	60.5
Watts New Hope Community Seventh-Day Adventist Church	400	60.5

SOURCE: TAHA, 2021.

The proposed project would be constructed in a manner typical of urban infill projects and would not require unusually noisy activities such as pile driving. In addition, the proposed project would not require nighttime construction activities. The City controls noise exposure from typical construction activities through time limitations. Construction activity would comply with the allowable hours of construction in the LAMC, including 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction activity on Sundays or federal holidays. The LAMC limits equipment noise levels to 75 dBA L_{eq} at 50 feet unless technically infeasible. Construction activity would potentially generate significant noise levels. Therefore, without mitigation, the proposed project would result in a significant impact related to on-site construction noise.

In order to reduce on-site construction noise levels, the proposed project would be required to implement Mitigation Measures **N-1** through **N-4**. Mitigation Measure **N-1** would require construction equipment to be equipped with mufflers to reduce engine noise. This would result in approximately 5 dB of noise reduction. Although difficult to quantify, Mitigation Measures **N-2** and **N-3** would also help control noise levels by locating construction staging areas away from sensitive receptors and establishing a noise disturbance coordinator. As shown in **Table 3-10**, Mitigation Measures **N-1** through **N-3** would reduce construction noise levels at nearby sensitive receptors. Therefore, with mitigation incorporated, the proposed project would result in a less than significant impact related to on-site construction noise.

TABLE 3-10: MITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS			
Sensitive Receptors	Distance to Construction (Feet)	Unmitigated Noise Level (dBA, L_{eq})	Mitigated Noise Level (dBA, L_{eq}) /a/
Residences to the north	90	75.0	70.0
Residences to the west	115	77.4	72.4
Residences to the north	200	68.1	63.1
Residences to west	220	67.2	62.2
Residences to the east	300	69.0	64.0
Residences to the east	400	60.5	55.5
Watts New Hope Community Seventh-Day Adventist Church	400	60.5	55.5

/a/ Includes a 5 dB reduction for equipment mufflers.
SOURCE: TAHA, 2021.

In addition to on-site construction, off-site haul truck trips would potentially increase noise levels during the removal of vegetation and debris the construction of the proposed project. The anticipated haul route is from Imperial Highway, along Wilmington Avenue, to the project site. The greatest number of hourly haul truck trips would occur during the excavation and grading, which would require approximately four daily truck trips (eight one way trips). Conservatively, this would result in a maximum of four trucks within one hour. According to the Los Angeles Department of Transportation, Wilmington Avenue in the project area experiences approximately 1,430 AM peak hour trips and 1,324 PM Peak hour trips.²⁶ Based on field observations, Wilmington Avenue also experiences a higher than average truck volumes due to its connection to the existing on- and off-ramps to Imperial Highway. According to the California Department of Transportation, a doubling of traffic volumes is typically needed to generate an audible increase in noise levels. The addition of four trucks for one hour of the day would not result in an audible change in noise levels above existing noise levels. Therefore, off-site haul truck noise would result in a less than significant impact.

Operations

Stationary Sources. The primary source of stationary noise resulting from operation of the proposed project would be noise related to skaters utilizing the skate park, fitness equipment noise and people speaking in the park. Skate park reference noise levels were obtained from the noise and vibration assessment prepared for the Monterey Avenue Skate Park Project located in Capitola, California.²⁷ Sample measurements were taken for an active skate park which was approximately 18,000 square feet in size. The skate park included features such as ramps, bowls, banks, quarter pipes, and grind rails. At the time of the measurement approximately 25 to 30 skateboarders were utilizing the skate park, with approximately 5 to 12 actively skating at any given time. A summary of reference noise levels are shown in **Table 3-11**.

TABLE 3-11: SUNNVALE SKATE PARK NOISE LEVELS

Measurement	Distance to from Near Edge of Skate Park (feet)	Hourly Noise Level (dBA, L _{eq}) from Near Edge of Skate Park	Hourly Noise Level (dBA, L _{eq}) at 3 feet
M1	75	57.0	85.0
M2	60	56.0	82.0
M3	75	55.0	83.0
M4	13	64.0	76.7

SOURCE: City of Capitola, *Monterey Avenue Skatepark Project Noise and Vibration Assessment*, September 2, 2015; TAHA, 2021

Skate park noise levels were logarithmically adjusted to a uniform distance of 3 feet from the source of the noise. The average hourly noise level for the skate park was calculated as approximately 82.0 dBA L_{eq} at 3 feet. Soundplan Essential 4.0 was then used to predict future noise levels with the proposed project taking into account existing project site conditions such as the freeway ramp and anticipated layout of the skate park (skating bowls, seating areas, fitness areas etc.).

²⁶City of Los Angeles Department of Transportation, *Wilmington Avenue North of 112th Street Traffic Count Summary*, April 29, 2015.

²⁷Illingworth & Rodkin Inc. *Monterey Avenue SkatePark Project Noise and Vibration Assessment*, prepared for City of Capitola, California, September 2, 2015.

As shown in **Table 3-12**, Calculated incremental change in noise was less than 0.1 dBA and skate park noise is not predicted to result in any noticeable increase above existing noise levels. Existing noise sources such as the nearby highway, freeway, and Metro A Line (Blue) are anticipated to overshadow noise generated by the skate park. Therefore, the proposed project would result in a less than significant impact related to skate park noise.

TABLE 3-12: PROPOSED PROJECT SKATE PARK NOISE LEVELS

Sensitive Receptor	Intervening Structure	Existing Noise Level (dBA, L _{eq})	Skate Park Noise Level (dBA, L _{eq})	Increase (dBA, L _{eq})
Residences to the west 1	No	60.4	39.7	Less than 0.1
Residences to the west 2	Yes	60.4	34.3	Less than 0.1
Residences to the northwest	Yes	62.5	37.1	Less than 0.1
Residences to the north	Partial	62.5	41.3	Less than 0.1
Residences to the north 2	Yes	62.5	43.1	Less than 0.1
Residences to the east 1	No	66.9	33.5	Less than 0.1
Residences to the east 2	No	66.8	30.2	Less than 0.1

Soundplan Model runs can be found in Appendix C.
SOURCE: TAHA, 2021

Mobile Sources. The proposed project is anticipated to be primarily used by local residents and would not be a regional destination to which people would regularly travel. The proposed project would generate approximately generate 29 new trips a day during the week and 20 new trips a day on the weekend. There would be a maximum of four peak hour trips per day. A doubling of traffic volumes is typically needed to generate an audible increase in noise levels. As discussed above, existing traffic volumes in the project area are in excess of 1,000 peak hour trips. Four trips per hour would not double traffic volumes on any roadway near the project site. Therefore, the proposed project would result in a less than significant impact related to mobile noise levels.

- b) Less-Than-Significant Impact.** The following analysis assesses vibration effects associated with construction and operational activities.

Construction

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

The primary concern regarding construction vibration relates to building damage. Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Typical vibration levels associated with relevant construction equipment are provided in **Table 3-13**. Importantly, construction would not require pile driving, which may generate elevated vibration levels.

TABLE 3-13: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT	
Equipment	Peak Particle Velocity at 25 feet (Inches/Second)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003
SOURCE: FTA, <i>Transit Noise and Vibration Impact Assessment</i> , September 2018.	

The City has not established vibration standards for construction activities. The Federal Transit Administration (FTA) has published guidance stating that engineered concrete and masonry buildings (e.g., typical commercial and multi-family residential buildings) can withstand peak particle velocity (PPV) vibration of levels of at least 0.3 inches per second without experiencing damage. Heavy-duty equipment operating within 12 feet of a structure would generate vibration levels that exceed 0.3 inches per second PPV. The nearest structures to the project site are residences located approximately 90 feet to the north. Vibration levels would not exceed 0.3 inches per second PPV. Therefore, the proposed project would result in a less-than-significant impact related to construction vibration.

Operations

The skate park would not include a source that would generate perceptible on-site vibration. Vehicle trips associated with the project would not likely generate perceptible as rubber-tired vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration.²⁸ Therefore, the proposed project would result in a less-than-significant impact related to operational vibration.

- c) **No Impact.** The nearest airport to the project site is the Hawthorne Municipal Airport located approximately 4.5 miles to the west. The proposed project is not located within two miles of an airport or within an Airport Influence Area, and would not expose people residing or working in the project area to excessive noise levels. Therefore, no impact would occur.

MITIGATION MEASURES

- N-1** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with muffling devices consistent with manufacturers’ standards. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- N-2** The construction contractor shall locate construction staging areas away from noise-sensitive uses, and construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses. Natural and/or manmade barriers (e.g., intervening construction trailers) shall also be used to screen propagation of noise from such activities towards these land uses.

²⁸FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

- N-3** A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.14 POPULATION AND HOUSING - Would the project:				
a) Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) No Impact. A significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude, or if the proposed project would displace substantial numbers of existing people or housing. The proposed project would construct a recreational skate park presumed to be utilized by the existing surrounding residential uses. The proposed project would not introduce any residential uses nor businesses to the project area and would not directly or indirectly lead to unplanned population growth. The proposed project would not displace existing housing or require the construction of replacement housing. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.15 PUBLIC SERVICES - Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) Less-Than-Significant Impact. A significant impact would occur if the proposed project would result in substantial adverse impacts such that fire protection services would not be able to adequately serve the proposed project, necessitating a new station or physical alteration of a fire station. The Los Angeles Fire Department (LAFD) provides fire protection and paramedic services to residents and businesses in the project site area. The closest fire station to the project site is the Los Angeles Fire Station No. 65. It is located at 1801 East Century Boulevard, approximately 1.1 “road miles” north of the project site. This station has an average operational response time of 5:33 minutes for a structure fire and 6:57 for emergency medical services.²⁹ The LAFD evaluates the demand for fire prevention and protection services on a project-by-project basis to determine if a proposed project would require additional equipment, personnel, or facilities. Beyond the standards in the Los Angeles Fire Code, consideration is given to project size and components, required fire-flow, response time and distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials.

As a recreational site, the proposed project would not increase the local residential population, but the project may result in increase calls for emergency medical technician and fire services given the introduction of a new use on a previously vacant lot. However, this increased demand is not anticipated to cause the LAFD to construct a new fire station to maintain its level of service, and the proposed project would continue to be adequately served by Fire Station No. 65. The project applicant would be required to submit project plans to LAFD and incorporate LAFD fire protection and suppression features that are

²⁹Los Angeles Fire Department. *FireStatLA*. <https://www.lafd.org/fsla/stations-map>, accessed March 30, 2021.

appropriate for the proposed project. Compliance with the City's Fire Code would ensure that operation of the proposed project would not cause the LAFD to expand the existing Fire Station 65, or any other fire stations within the City.

Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Flammable materials and liquids may also be present during construction. However, construction activities are temporary and would not involve the closure of an entire street. As stated in Response to Checklist Question 3.9a, all hazardous materials used during construction activities would be handled, stored, and disposed of in accordance with state and local laws and with manufacturer's instructions. Emergency access would remain available along all surrounding streets. Therefore, impacts related to fire protection services would be less than significant.

- a.ii) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would result in substantial adverse impacts such that police and law enforcement services are unable to maintain acceptable performance objectives. The Los Angeles Police Department (LAPD) provides police services to residents and businesses within the City. The project area is served by the Southeast Community Police Station located at 145 West 108th Street, which is about 2.6 miles west of the project site.

The proposed project would not increase the residential population of the area. However, it may result in increased calls for police services given the introduction of a new use on a previously vacant lot. The proposed project is not anticipated to cause LAPD to construct a new police station or expand the existing Southeast Community Police Station to maintain its level of service. In addition, the LAPD's Criminal Prevention Section should be consulted on the design and implementation of a security plan for the proposed project. Project elements such as lighting sources and security systems would likely improve safety conditions of the project site.

Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. However, construction activities are temporary and would not involve the closure of an entire street. Emergency access would remain available along all surrounding streets. Therefore, less-than-significant impacts related to police protection services would occur.

- a.iii) No Impact.** A significant impact would occur if the proposed project would create a substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. As previously discussed, the project is meant to be a resource for the existing community and would not add to the current residential population. Therefore, it is highly unlikely to result in a population increase affecting school enrollment levels. Therefore, no impact would occur.

- a.iv) No Impact.** A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system. The City's Department of Recreation and Parks is responsible for the provision, maintenance, and operation of public recreational and park facilities and services within the City. The proposed project would add to the capacity of area recreational spaces for the existing population. The only project impact may be a decreased use of nearby parks including the Arvella Grigsby Place Park

(located immediately west of the site), Monitor Skatepark (350 feet north of the site), and Imperial Courts Recreation Center (0.5 miles east of the site). Therefore, no impact would occur.

- a.v) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including roads, transit, utilities, and libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. Other public services that could be affected by the proposed project include public libraries. The area is served by the Willowbrook County Public Library, located at 11737 Wilmington Avenue approximately 0.2-mile south from the project site. As the project would create no new housing, it would have no effect on the population of the area. Furthermore, the park will mostly serve existing residents. However, the new use may bring in slightly more visitors to the area, who may occasionally use public facilities like the library or transit. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.16 RECREATION - Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) No Impact. A significant impact would occur if the proposed project increased the use of existing parkland and recreational facilities so as to accelerate or induce their physical deterioration. The proposed project is a recreational skate park intended to serve the surrounding residential uses. The nearest park to the project site is the Monitor Skate Park located 350 feet north of the project site. The proposed project would not substantially increase the use of Monitor Skate Park or other recreational facilities that would cause adverse deterioration or acceleration of deterioration. The proposed project would be implemented due to the documented need for open and park space in the Watts neighborhood of Los Angeles.³⁰ Therefore, the proposed project would increase and improve the recreational services available within the local community. The proposed project would not require the construction or expansion of recreational facilities in the project area. Therefore, no impact would occur.

³⁰City of Los Angeles Department of City Planning, *Southeast Los Angeles Community Plan*, November 2017.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.17 TRANSPORTATION - Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As of July 1, 2020, local agencies are required to adopt VMT as a criterion in determining transportation impacts under CEQA. VMT calculations provide a disclosure of regional impacts related to GHG production by motor vehicles. This adoption was required by SB 743 and recent changes to Section 15064.3 of the CEQA Guidelines. With these changes, automobile delay, as measured by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, is no longer used as the basis for determining the significance of transportation impacts under CEQA.

The proposed project would provide recreational opportunities to the neighboring community and contribute to meeting the demand for local recreation services in the project area. Access to the proposed skate park would be from an entry/exit gate located at the northeast corner of the project site which would be surrounded by perimeter fencing. While the proposed project would result in increased activity in the project area, such increases are not anticipated to be substantial. The vehicle trips estimated to be generated by the proposed project are shown in **Table 3-14**. As shown in **Table 3-14**, the proposed project is estimated to generate approximately 29 daily trips during the weekdays and approximately 20 daily vehicle trips on the weekends. Project trip generation was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.³¹

Implementation of the proposed project would not require the construction of any new roads or the modification of any existing roads. No changes would occur to the elevated ramp for traffic from westbound Imperial Highway to the traffic light on the west side of Wilmington Avenue. The roadway system in the project area is in place and is adequate to accommodate project generated pedestrians and traffic.

³¹The Public Park land use category was used to calculate vehicle trips generated by the new skate park. This land use category uses acreage as a base for calculating trips generated from the approximately 0.85 acres acre park.

TABLE 3-14: PROJECT TRIP GENERATION														
ITE Code	Land Use	Intensity	Units	Daily Trips	Weekday						Weekend			
					AM Peak Hour			PM Peak Hour			Daily Trips	Mid-day Peak Hour		
					Rate	In	Out	Rate	In	Out		Rate	In	Out
Trip Generation Rates														
411	Public Park	--	Acres	34	4.5	59%	41%	3.5	55%	45%	22.8	5	39%	61%
New Trip Generation Totals														
411	Public Park	0.85	Acres	29	4	2	2	3	2	1	20	3	1	2
Total				29	4	2	2	3	3	1	20	3	1	2
Daily rate uses Saturday rate. Peak hour uses Sunday rate, as this was higher of the two weekend rates. SOURCE: TAHA; Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.														

In addition, the project site is close to numerous transit lines, including Metro A Line (Blue) Willowbrook/Rosa Parks Station located across Imperial Highway. No bike lanes or transit routes would not be obstructed, as all construction activities for the proposed project would be conducted within the project boundaries. As such, the proposed project would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, and impacts would occur would be less than significant.

- b) Less-Than-Significant Impact.** A significant impact would occur if the project was inconsistent with CEQA Guidelines Section 15064.3(b). CEQA Guidelines Section 15064.3(b) states that certain projects proposed within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. SB 743 was enacted in 2013 to further the assessment of transportation impacts under CEQA, and in 2018 CEQA Guidelines were published that incorporate SB 743 by promulgating the use of VMT and VMT reductions as a significance threshold metric. In response to SB 743 and the revised CEQA Guidelines, the Los Angeles Department of Transportation (LADOT) published updated *Transportation Assessment Guidelines* (TAG) that establish criteria for project review objectives and requirements and provide instruction and set standards for transportation impact assessments.³² The TAG includes screening criteria for determining whether a comprehensive VMT analysis is required for CEQA projects, including a daily trip generation threshold of 250 trips. The proposed project would generate approximately 29 daily trips, which is substantially below the screening threshold and would not produce significant impacts related to transportation and traffic based on the TAG methodology.

Furthermore, the proposed project is located across Imperial Highway from the Metro A Line (Blue) Willowbrook/Rosa Parks Station, which is considered a major transit stop. As such, the proposed project is located within a Transit Priority Area (TPA) as defined by SCAG's 2020-2045 RTP/SCS. Targeting local-serving open space and recreational development in TPAs is consistent with the land use strategies to reduce and shorten vehicle trips. Therefore, the proposed project would not have the potential to conflict with VMT reduction efforts of SB 743, and impacts would be less than significant.

³²Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, July 2020.

- c) **No Impact.** A significant impact would occur if the proposed project would substantially increase hazards due to a geometric design feature or incompatible uses. The project site is located at the northwest corner of Wilmington Avenue and Imperial Highway. A portion of the site is currently used for the highway ramp from the elevated westbound Imperial Highway to the southbound lane of Wilmington Avenue. It is a single-lane ramp for traffic from westbound Imperial Highway to a traffic light on the west side of Wilmington Avenue. Access to the project site would be from an entry/exit gate at the northeast corner of the project site, which would be surrounded by fencing, and. The proposed project does not propose any incompatible uses and would not include the construction of any new roads or the modification of any existing roads that would result in an increase in hazards. The project design has been reviewed by the Planning Division, the Building Safety Division, and the Los Angeles County Fire Department (LACFD) during the City's plan review process to ensure all applicable requirements are met. Therefore, no impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would result in inadequate emergency access. As discussed above, the project site would be surrounded by fencing and access to the skate park would be from an entry/exit gate at the northeast corner of the project site. The project design would be reviewed by the Planning Division, the Building Safety Division, and the LACFD during the City's plan review process to ensure all applicable requirements are met and comply with the City's applicable emergency access requirements. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.18 TRIBAL CULTURAL RESOURCES - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Resources of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As discussed in Response to Checklist Question 3.3(a), a historical and cultural records search was requested from the SCCIC. The records search is included in Appendix B and concluded that, there are no historic resources on, adjacent to, or in proximity to the project site listed in the California Register of Historical Resources pursuant to in Section 15064.5. The California Native American Heritage Commission (NAHC) was also contacted in March 2021, 2020, to request a search of the Sacred Lands File for the project area. The results of the search showed no Sacred Land claims have been filed in the project area. In compliance with Assembly Bill 52, Native American nations traditionally and culturally affiliated with the geographic area of the project site were notified of the proposed project in March 2021. To date, no requests for consultation on this project have been received from Consultation has not been requested by California Native American tribes traditionally and culturally affiliated with the project area. Therefore, impacts related to the tribal cultural resources would be less than significant.
- b) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). In compliance with Assembly Bill 52, Native American nations traditionally and culturally affiliated with the geographic area of the project site were notified of the proposed project in March 2021. To date, no requests for consultation on this project have been received from Consultation has not been requested by California Native American tribes traditionally and culturally affiliated with the project area. Therefore, impacts related to the tribal cultural resources would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.19 UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Require or result 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would require or result in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects. The proposed project would generate water and electricity use for landscaping and lighting elements typical of recreational facilities of similar size. The proposed project would also comply with applicable federal, state, and local laws, statutes, and ordinances regarding water disposal and electrical use. Utility companies serving the project site would include the LADWP for water and electricity services and the City of Los Angeles Department of Public Works Bureau of Sanitation for wastewater and stormwater drainage management. As in-fill development, the proposed project would be served by existing utility infrastructure and would not result in the relocation of public utilities. The proposed project would generate a marginal net increase in demand for electric power and water. Therefore, impacts would be less than significant.
- b) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would increase water usage such that the project site would not have enough water supplies during normal, dry, and multiple dry years. As discussed above, the proposed project would generate water use for landscaping elements typical of recreational facilities of similar size. The estimated water demand of the proposed project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the project site. Adequate water supplies would be available to the proposed project, and new or expanded water facilities would not be required. Therefore, impacts would be less than significant.

- c) Less-Than-Significant Impact.** A significant impact would occur if the proposed project's water demand exceeded the capacity of the project site's wastewater treatment provider. The City of Los Angeles Department of Public Works Bureau of Sanitation manages the wastewater collection and treatment system within the City. Wastewater generated within the project area is conveyed to the Hyperion Treatment Plant (HTP) in Playa del Rey, which can process a maximum daily flow of 450 million gallons of water per day (MGD) and peak wet weather flow of 800 MGD.³³ The proposed project would contain no restroom facilities on site, and therefore would not generate wastewater. Any water generated from landscaping irrigation that runs off the project site would be collected through the City's stormwater drainage system and processed by the HTP. The proposed project's wastewater demand would be met, and no new entitlements or resources would be required to meet the proposed project's expected wastewater needs. Therefore, impacts would be less than significant.
- d-e) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would generate solid waste in excess of State or local standards, the capacity of local infrastructure, or State and local solid waste reduction goals; or if the proposed project would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The City of Los Angeles Department of Public Works Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items.³⁴ Solid waste is then recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill. The City of Los Angeles Department of Public Works Bureau of Sanitation provides solid waste management services to single-family and small multi-family residential households in the City, while private hauling companies collect all commercial and industrial waste. Whittier (Savage Canyon) Landfill is the nearest municipal waste landfill to the Project site, located approximately 13 miles east, and is permitted to accept 3,400 tons per day (tpd) of mixed municipal, construction, demolition, industrial, green materials and inert waste. Actual daily disposal rates for the year 2017 averaged 1,254 tpd, leaving a surplus daily capacity of 2,146 tpd. The School Canyon Landfill has a remaining permitted capacity of 4,697,842 tons and an estimated remaining life of 12 years as of December 31, 2017.³⁵

Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to energy facility, or disposed of at a landfill. Additionally, the Waste Management Act (Assembly Bill 939) requires each California City and County to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element that demonstrates how the jurisdiction would meet Assembly Bill 939's mandated diversion goals of 50 percent. In addition, the CALGreen Building Code requires that a minimum of 65 percent of construction generated solid waste and debris be recycled or reused.

³³Los Angeles Department of Sanitation, *Hyperion Water Reclamation Plant*, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_afLoop=6434836347863705&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=hxp5jl70h_1#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D6434836347863705%26_afWindowMode%3D0%26_adf.ctrl-state%3Dhxp5jl70h_5, accessed March 24, 2021.

³⁴City of Los Angeles Department of City Planning. *Southeast Los Angeles Community Plan*. November 2017.

³⁵CalRecycle. *Savage Canyon Landfill (19-AH-00001)*. SWIS Facility/Site Details. <https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/1399>, accessed March 24, 2021.

Construction of the proposed project would generate construction solid waste and debris which would be hauled off site to the nearest landfill facility. At least 65 percent of solid waste generated by the proposed project would be recycled in accordance with Assembly Bill 939 and the CALGreen Building Code. The proposed project would not generate excess solid waste that would impair the City's attainment of solid waste diversion per Assembly Bill 939. The proposed project can be adequately served by the City's solid waste provider and would comply with regulations related to solid waste. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.20 WILDFIRE - If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** A significant impact would occur if the proposed project would substantially impair an adopted emergency response plan or emergency evacuation plan. The Board of Forestry and Fire Protection is a Governor-appointed body, whose mission is to lead California in developing policies and programs that serve the public interest in environmentally, economically and socially sustainable forest and rangeland management; and a fire protection system that protects and serves the people of the state. One of its statutory responsibilities are to provide direction and guidance to the Department of California of Forestry and Fire Protection (CAL FIRE). CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CAL FIRE Resource Management Program. CAL FIRE maintains a list of cities that are considered Very High Fire Hazard Severity Zones (VHFHSZ).³⁶ The project site and the entire Watts community is not on the VHFHSZ list. Additionally, CAL FIRE maintains a database containing Fire Hazard Severity Zones (FHSZ), which identifies State Responsibility Area and Local Responsibility Area (LRA). A search conducted found that the project site is not within a FHSZ. The nearest FHSZ is approximately 8.9 miles northwest of the project site, within the Kenneth Hahn State Park area. Furthermore, the proposed project would not affect or interfere with City's NHMP or evacuation routes, or emergency/disaster routes in the project area. Therefore, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

³⁶California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ)*, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed March 24, 2021.

- b) No Impact.** A significant impact would occur if the proposed project would exacerbate wildfire risks, and thereby expose project occupants, to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. The project area is a fully built-out urban environment with a relatively flat topography throughout. The project site and surrounding area is also relatively flat and primarily developed with commercial and residential uses. The Hawthorne Municipal Airport hosts the closest climate monitoring station to the project site, which indicates that wind at and near the project site typically blows from a westerly direction most typically within a range of 8-13 miles per hour.³⁷ Because southern California is generally a windstorm susceptible region, much of this region encounters winds capable of spreading wildfire and wildfire pollutants. However, areas that are especially susceptible to exacerbate such fire risks are those that receive high gusts of wind and are within a VHFHSZ or FHSZ and has been a historically burn area. As discussed above, the project site is not within a VHFHSZ, or a FHSZ and is not within a historic burn area.³⁸ Thus, it is unlikely that the proposed project would expose project patrons to uncontrolled spread of a wildfire or the pollutant concentrations from wildfire. Furthermore, the City has the NHMP, which outlines procedures to mitigate natural hazard occurrences. Therefore, no impact would occur.
- c) No Impact.** A significant impact would occur if the proposed project required the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The proposed project consists of the development of a recreational skate park within an urban area and would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Existing utilities would adequately serve the proposed project. Thus, the proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require in temporary or ongoing impacts to the environment. Furthermore, the proposed project would adhere to relevant building design codes, including the State and City fire codes. Therefore, no impact would occur.
- d) No Impact.** A significant impact would occur if the proposed project would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The project site and surrounding area are located within an urban area surrounded primarily by residential commercial uses. There are no slopes or hills that would potentially expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

³⁷Midwestern Regional Climate Center, *Wind Rose Information*, <https://mrcc.illinois.edu/CLIMATE/Hourly/WindRose.jsp>, accessed March 24, 2021.

³⁸California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ)*, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed March 24, 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.21 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have 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).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would cause the loss or destruction of individuals of a species or degrade a sensitive habitat. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. The proposed project is located within a highly urbanized area. The project site does not support sensitive species. In addition, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would have minimal potential to impact sensitive wildlife species and natural communities during construction activities. The project site does not contain riparian habitat or other sensitive natural communities and does not contain wetlands. With the implementation of Mitigation Measure **BR-1**, the proposed project would adhere to the federal Migratory Bird Treaty Act (see Response to Checklist Question 3.4(d)).

The proposed project would not eliminate important examples of major periods of California history or prehistory since no historic resources are located on the project site and construction activities associated with the proposed project are not expected to disturb any undiscovered archaeological resources (See Section 3.5, Cultural Resources and Section 3.18, Tribal Cultural Resources). The proposed project would involve earthmoving activities which could potentially unearth or disturb prehistoric archaeological resources. Such actions could unearth, expose, or disturb subsurface paleontological, archaeological, historical, or Native American resources that were not observable on the surface. However, with the implementation of Mitigation Measures **CR-1** through **CR-3**, potential impacts to paleontological or cultural resources that represent major periods of California history or prehistory would be reduced to less than significant.

- b) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the vicinity of the proposed project, the impacts of each additional project would be evaluated and mitigated on a case by case basis; therefore, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures included in this Initial Study and compliance with existing regulations. None of these potential impacts are considered cumulatively considerable. Therefore, with mitigation measures incorporated, the proposed project, in conjunction with related projects, would not result in significant cumulatively considerable impacts.
- c) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact may occur if the proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures included in this Initial Study and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

4.0 LIST OF PREPARERS AND SOURCES CONSULTED

This section documents all the sources that contributed in the preparation of this IS/MND.

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Natasha Mapp, Document Production

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Appendix A

Air Quality Emissions Modeling Files

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

Watts Skate Park IS/MND
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.85	Acre	0.85	37,026.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use -

Construction Phase - 3 weeks for site clearing, 4 weeks for excavation/grading, 24 weeks for construction/paving, 6 weeks for landscaping/finishing

Off-road Equipment - Construction equipment estimated

Off-road Equipment - Construction equipment estimated

Off-road Equipment - Construction equipment estimated

Off-road Equipment - Construction equipment estimated

Trips and VMT - Assume 10 workers/day for each phase. Assume 8 daily one way truck haul trips for site clearing (15 days) and excavation (20 days)

Grading - 0.1 acres graded per day³

Vehicle Trips - Assumes 29 daily trips

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	5.00	30.00
tblConstructionPhase	NumDays	100.00	125.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	15.00
tblGrading	AcresOfGrading	0.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblTripsAndVMT	HaulingTripNumber	0.00	120.00
tblTripsAndVMT	HaulingTripNumber	0.00	160.00
tblTripsAndVMT	VendorTripNumber	6.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	5.00	20.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	16.00	20.00
tblTripsAndVMT	WorkerTripNumber	3.00	20.00
tblVehicleTrips	ST_TR	22.75	23.60
tblVehicleTrips	SU_TR	16.74	23.60
tblVehicleTrips	WD_TR	1.89	34.20

2.0 Emissions Summary

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-6-2021	12-5-2021	0.2781	0.2781
2	12-6-2021	3-5-2022	0.2329	0.2329
3	3-6-2022	6-5-2022	0.1522	0.1522
		Highest	0.2781	0.2781

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.5000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	7.6300e-003	0.0393	0.0989	3.5000e-004	0.0289	3.0000e-004	0.0292	7.7600e-003	2.8000e-004	8.0300e-003	0.0000	32.6575	32.6575	1.7100e-003	0.0000	32.7003
Waste						0.0000	0.0000		0.0000	0.0000	0.0142	0.0000	0.0142	8.4000e-004	0.0000	0.0352
Water						0.0000	0.0000		0.0000	0.0000	0.0000	6.2668	6.2668	1.5000e-004	3.0000e-005	6.2796
Total	7.9800e-003	0.0393	0.0989	3.5000e-004	0.0289	3.0000e-004	0.0292	7.7600e-003	2.8000e-004	8.0300e-003	0.0142	38.9244	38.9386	2.7000e-003	3.0000e-005	39.0151

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.5000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	7.6300e-003	0.0393	0.0989	3.5000e-004	0.0289	3.0000e-004	0.0292	7.7600e-003	2.8000e-004	8.0300e-003	0.0000	32.6575	32.6575	1.7100e-003	0.0000	32.7003
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	5.8845	5.8845	1.4000e-004	3.0000e-005	5.8966
Total	7.9800e-003	0.0393	0.0989	3.5000e-004	0.0289	3.0000e-004	0.0292	7.7600e-003	2.8000e-004	8.0300e-003	0.0000	38.5421	38.5421	1.8500e-003	3.0000e-005	38.5969

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.98	1.02	31.48	0.00	1.07

3.0 Construction Detail

Construction Phase

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Clearing	Site Preparation	9/6/2021	9/24/2021	5	15	
2	Excavation/Grading	Grading	9/27/2021	10/22/2021	5	20	
3	Construction/Paving	Building Construction	10/25/2021	4/15/2022	5	125	
4	Landscaping/Finishing	Architectural Coating	4/18/2022	5/27/2022	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Clearing	Rubber Tired Loaders	1	8.00	203	0.36
Site Clearing	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Excavation/Grading	Excavators	1	8.00	158	0.38
Excavation/Grading	Rubber Tired Dozers	1	1.00	247	0.40
Excavation/Grading	Rubber Tired Loaders	1	6.00	203	0.36
Excavation/Grading	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Construction/Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Construction/Paving	Pavers	1	4.00	130	0.42
Construction/Paving	Paving Equipment	1	6.00	132	0.36
Construction/Paving	Rollers	1	8.00	80	0.38
Construction/Paving	Rough Terrain Forklifts	1	6.00	100	0.40
Landscaping/Finishing	Rough Terrain Forklifts	1	6.00	100	0.40
Landscaping/Finishing	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Clearing	2	20.00	0.00	120.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Excavation/Grading	4	20.00	0.00	160.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Construction/Paving	5	20.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Landscaping/Finishing	2	20.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

3.2 Site Clearing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0432	0.0289	7.0000e-005		1.8000e-003	1.8000e-003		1.6600e-003	1.6600e-003	0.0000	6.1652	6.1652	1.9900e-003	0.0000	6.2150
Total	3.9800e-003	0.0432	0.0289	7.0000e-005	0.0000	1.8000e-003	1.8000e-003	0.0000	1.6600e-003	1.6600e-003	0.0000	6.1652	6.1652	1.9900e-003	0.0000	6.2150

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-004	0.0166	3.8700e-003	5.0000e-005	1.0300e-003	5.0000e-005	1.0800e-003	2.8000e-004	5.0000e-005	3.3000e-004	0.0000	4.5738	4.5738	3.2000e-004	0.0000	4.5817
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.0000e-004	5.6700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4834	1.4834	4.0000e-005	0.0000	1.4845
Total	1.1600e-003	0.0171	9.5400e-003	7.0000e-005	2.6700e-003	6.0000e-005	2.7400e-003	7.2000e-004	6.0000e-005	7.8000e-004	0.0000	6.0572	6.0572	3.6000e-004	0.0000	6.0662

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

3.2 Site Clearing - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0432	0.0289	7.0000e-005		1.8000e-003	1.8000e-003		1.6600e-003	1.6600e-003	0.0000	6.1652	6.1652	1.9900e-003	0.0000	6.2150
Total	3.9800e-003	0.0432	0.0289	7.0000e-005	0.0000	1.8000e-003	1.8000e-003	0.0000	1.6600e-003	1.6600e-003	0.0000	6.1652	6.1652	1.9900e-003	0.0000	6.2150

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-004	0.0166	3.8700e-003	5.0000e-005	1.0300e-003	5.0000e-005	1.0800e-003	2.8000e-004	5.0000e-005	3.3000e-004	0.0000	4.5738	4.5738	3.2000e-004	0.0000	4.5817
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.0000e-004	5.6700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4834	1.4834	4.0000e-005	0.0000	1.4845
Total	1.1600e-003	0.0171	9.5400e-003	7.0000e-005	2.6700e-003	6.0000e-005	2.7400e-003	7.2000e-004	6.0000e-005	7.8000e-004	0.0000	6.0572	6.0572	3.6000e-004	0.0000	6.0662

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

3.3 Excavation/Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.1200e-003	0.0000	9.1200e-003	4.3100e-003	0.0000	4.3100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5800e-003	0.0784	0.0667	1.3000e-004		3.5100e-003	3.5100e-003		3.2300e-003	3.2300e-003	0.0000	11.6411	11.6411	3.7600e-003	0.0000	11.7352
Total	7.5800e-003	0.0784	0.0667	1.3000e-004	9.1200e-003	3.5100e-003	0.0126	4.3100e-003	3.2300e-003	7.5400e-003	0.0000	11.6411	11.6411	3.7600e-003	0.0000	11.7352

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.7000e-004	0.0222	5.1600e-003	6.0000e-005	1.3700e-003	7.0000e-005	1.4400e-003	3.8000e-004	6.0000e-005	4.4000e-004	0.0000	6.0984	6.0984	4.2000e-004	0.0000	6.1090
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	6.7000e-004	7.5600e-003	2.0000e-005	2.1900e-003	2.0000e-005	2.2100e-003	5.8000e-004	2.0000e-005	6.0000e-004	0.0000	1.9778	1.9778	6.0000e-005	0.0000	1.9793
Total	1.5300e-003	0.0228	0.0127	8.0000e-005	3.5600e-003	9.0000e-005	3.6500e-003	9.6000e-004	8.0000e-005	1.0400e-003	0.0000	8.0762	8.0762	4.8000e-004	0.0000	8.0882

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

3.3 Excavation/Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.5600e-003	0.0000	3.5600e-003	1.6800e-003	0.0000	1.6800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5800e-003	0.0784	0.0667	1.3000e-004		3.5100e-003	3.5100e-003		3.2300e-003	3.2300e-003	0.0000	11.6410	11.6410	3.7600e-003	0.0000	11.7352
Total	7.5800e-003	0.0784	0.0667	1.3000e-004	3.5600e-003	3.5100e-003	7.0700e-003	1.6800e-003	3.2300e-003	4.9100e-003	0.0000	11.6410	11.6410	3.7600e-003	0.0000	11.7352

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.7000e-004	0.0222	5.1600e-003	6.0000e-005	1.3700e-003	7.0000e-005	1.4400e-003	3.8000e-004	6.0000e-005	4.4000e-004	0.0000	6.0984	6.0984	4.2000e-004	0.0000	6.1090
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	6.7000e-004	7.5600e-003	2.0000e-005	2.1900e-003	2.0000e-005	2.2100e-003	5.8000e-004	2.0000e-005	6.0000e-004	0.0000	1.9778	1.9778	6.0000e-005	0.0000	1.9793
Total	1.5300e-003	0.0228	0.0127	8.0000e-005	3.5600e-003	9.0000e-005	3.6500e-003	9.6000e-004	8.0000e-005	1.0400e-003	0.0000	8.0762	8.0762	4.8000e-004	0.0000	8.0882

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Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0152	0.1564	0.1817	2.8000e-004		7.8300e-003	7.8300e-003		7.2400e-003	7.2400e-003	0.0000	24.4555	24.4555	7.6600e-003	0.0000	24.6470
Total	0.0152	0.1564	0.1817	2.8000e-004		7.8300e-003	7.8300e-003		7.2400e-003	7.2400e-003	0.0000	24.4555	24.4555	7.6600e-003	0.0000	24.6470

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.2000e-004	0.0197	5.3500e-003	5.0000e-005	1.2600e-003	4.0000e-005	1.3000e-003	3.6000e-004	4.0000e-005	4.0000e-004	0.0000	4.9299	4.9299	3.0000e-004	0.0000	4.9375
Worker	2.1500e-003	1.6700e-003	0.0189	5.0000e-005	5.4800e-003	5.0000e-005	5.5200e-003	1.4600e-003	4.0000e-005	1.5000e-003	0.0000	4.9446	4.9446	1.5000e-004	0.0000	4.9482
Total	2.7700e-003	0.0214	0.0243	1.0000e-004	6.7400e-003	9.0000e-005	6.8200e-003	1.8200e-003	8.0000e-005	1.9000e-003	0.0000	9.8745	9.8745	4.5000e-004	0.0000	9.8857

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0152	0.1564	0.1817	2.8000e-004		7.8300e-003	7.8300e-003		7.2400e-003	7.2400e-003	0.0000	24.4555	24.4555	7.6600e-003	0.0000	24.6470
Total	0.0152	0.1564	0.1817	2.8000e-004		7.8300e-003	7.8300e-003		7.2400e-003	7.2400e-003	0.0000	24.4555	24.4555	7.6600e-003	0.0000	24.6470

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.2000e-004	0.0197	5.3500e-003	5.0000e-005	1.2600e-003	4.0000e-005	1.3000e-003	3.6000e-004	4.0000e-005	4.0000e-004	0.0000	4.9299	4.9299	3.0000e-004	0.0000	4.9375
Worker	2.1500e-003	1.6700e-003	0.0189	5.0000e-005	5.4800e-003	5.0000e-005	5.5200e-003	1.4600e-003	4.0000e-005	1.5000e-003	0.0000	4.9446	4.9446	1.5000e-004	0.0000	4.9482
Total	2.7700e-003	0.0214	0.0243	1.0000e-004	6.7400e-003	9.0000e-005	6.8200e-003	1.8200e-003	8.0000e-005	1.9000e-003	0.0000	9.8745	9.8745	4.5000e-004	0.0000	9.8857

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Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0205	0.2084	0.2714	4.2000e-004		9.9700e-003	9.9700e-003		9.2200e-003	9.2200e-003	0.0000	36.6871	36.6871	0.0115	0.0000	36.9743
Total	0.0205	0.2084	0.2714	4.2000e-004		9.9700e-003	9.9700e-003		9.2200e-003	9.2200e-003	0.0000	36.6871	36.6871	0.0115	0.0000	36.9743

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.7000e-004	0.0281	7.5900e-003	8.0000e-005	1.8900e-003	5.0000e-005	1.9400e-003	5.5000e-004	5.0000e-005	6.0000e-004	0.0000	7.3300	7.3300	4.4000e-004	0.0000	7.3409
Worker	3.0300e-003	2.2700e-003	0.0261	8.0000e-005	8.2200e-003	7.0000e-005	8.2800e-003	2.1800e-003	6.0000e-005	2.2400e-003	0.0000	7.1562	7.1562	2.0000e-004	0.0000	7.1611
Total	3.9000e-003	0.0304	0.0337	1.6000e-004	0.0101	1.2000e-004	0.0102	2.7300e-003	1.1000e-004	2.8400e-003	0.0000	14.4861	14.4861	6.4000e-004	0.0000	14.5020

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0205	0.2084	0.2714	4.2000e-004		9.9700e-003	9.9700e-003		9.2200e-003	9.2200e-003	0.0000	36.6871	36.6871	0.0115	0.0000	36.9743
Total	0.0205	0.2084	0.2714	4.2000e-004		9.9700e-003	9.9700e-003		9.2200e-003	9.2200e-003	0.0000	36.6871	36.6871	0.0115	0.0000	36.9743

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.7000e-004	0.0281	7.5900e-003	8.0000e-005	1.8900e-003	5.0000e-005	1.9400e-003	5.5000e-004	5.0000e-005	6.0000e-004	0.0000	7.3300	7.3300	4.4000e-004	0.0000	7.3409
Worker	3.0300e-003	2.2700e-003	0.0261	8.0000e-005	8.2200e-003	7.0000e-005	8.2800e-003	2.1800e-003	6.0000e-005	2.2400e-003	0.0000	7.1562	7.1562	2.0000e-004	0.0000	7.1611
Total	3.9000e-003	0.0304	0.0337	1.6000e-004	0.0101	1.2000e-004	0.0102	2.7300e-003	1.1000e-004	2.8400e-003	0.0000	14.4861	14.4861	6.4000e-004	0.0000	14.5020

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3.5 Landscaping/Finishing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1100e-003	0.0355	0.0509	7.0000e-005		1.5900e-003	1.5900e-003		1.4700e-003	1.4700e-003	0.0000	6.4806	6.4806	2.1000e-003	0.0000	6.5330
Total	3.1100e-003	0.0355	0.0509	7.0000e-005		1.5900e-003	1.5900e-003		1.4700e-003	1.4700e-003	0.0000	6.4806	6.4806	2.1000e-003	0.0000	6.5330

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5000e-004	0.0113	3.0400e-003	3.0000e-005	7.6000e-004	2.0000e-005	7.8000e-004	2.2000e-004	2.0000e-005	2.4000e-004	0.0000	2.9320	2.9320	1.8000e-004	0.0000	2.9364
Worker	1.2100e-003	9.1000e-004	0.0105	3.0000e-005	3.2900e-003	3.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.8625	2.8625	8.0000e-005	0.0000	2.8644
Total	1.5600e-003	0.0122	0.0135	6.0000e-005	4.0500e-003	5.0000e-005	4.0900e-003	1.0900e-003	4.0000e-005	1.1400e-003	0.0000	5.7944	5.7944	2.6000e-004	0.0000	5.8008

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3.5 Landscaping/Finishing - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1100e-003	0.0355	0.0509	7.0000e-005		1.5900e-003	1.5900e-003		1.4700e-003	1.4700e-003	0.0000	6.4806	6.4806	2.1000e-003	0.0000	6.5330
Total	3.1100e-003	0.0355	0.0509	7.0000e-005		1.5900e-003	1.5900e-003		1.4700e-003	1.4700e-003	0.0000	6.4806	6.4806	2.1000e-003	0.0000	6.5330

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5000e-004	0.0113	3.0400e-003	3.0000e-005	7.6000e-004	2.0000e-005	7.8000e-004	2.2000e-004	2.0000e-005	2.4000e-004	0.0000	2.9320	2.9320	1.8000e-004	0.0000	2.9364
Worker	1.2100e-003	9.1000e-004	0.0105	3.0000e-005	3.2900e-003	3.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.8625	2.8625	8.0000e-005	0.0000	2.8644
Total	1.5600e-003	0.0122	0.0135	6.0000e-005	4.0500e-003	5.0000e-005	4.0900e-003	1.0900e-003	4.0000e-005	1.1400e-003	0.0000	5.7944	5.7944	2.6000e-004	0.0000	5.8008

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.6300e-003	0.0393	0.0989	3.5000e-004	0.0289	3.0000e-004	0.0292	7.7600e-003	2.8000e-004	8.0300e-003	0.0000	32.6575	32.6575	1.7100e-003	0.0000	32.7003
Unmitigated	7.6300e-003	0.0393	0.0989	3.5000e-004	0.0289	3.0000e-004	0.0292	7.7600e-003	2.8000e-004	8.0300e-003	0.0000	32.6575	32.6575	1.7100e-003	0.0000	32.7003

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	29.07	20.06	20.06	76,242	76,242
Total	29.07	20.06	20.06	76,242	76,242

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

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Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.5000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	3.5000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	3.5000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	3.5000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Use Water Efficient Irrigation System

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.8845	1.4000e-004	3.0000e-005	5.8966
Unmitigated	6.2668	1.5000e-004	3.0000e-005	6.2796

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.01276	6.2668	1.5000e-004	3.0000e-005	6.2796
Total		6.2668	1.5000e-004	3.0000e-005	6.2796

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.950981	5.8845	1.4000e-004	3.0000e-005	5.8966
Total		5.8845	1.4000e-004	3.0000e-005	5.8966

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0142	8.4000e-004	0.0000	0.0352

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Total		0.0142	8.4000e-004	0.0000	0.0352

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park		0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Watts Skate Park IS/MND - Los Angeles-South Coast County, Annual

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

Watts Skate Park IS/MND
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.85	Acre	0.85	37,026.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use -

Construction Phase - 3 weeks for site clearing, 4 weeks for excavation/grading, 24 weeks for construction/paving, 6 weeks for landscaping/finishing

Off-road Equipment - Construction equipment estimated

Off-road Equipment - Construction equipment estimated

Off-road Equipment - Construction equipment estimated

Off-road Equipment - Construction equipment estimated

Trips and VMT - Assume 10 workers/day for each phase. Assume 8 daily one way truck haul trips for site clearing (15 days) and excavation (20 days)

Grading - 0.1 acres graded per day³

Vehicle Trips - Assumes 29 daily trips

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	5.00	30.00
tblConstructionPhase	NumDays	100.00	125.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	15.00
tblGrading	AcresOfGrading	0.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblTripsAndVMT	HaulingTripNumber	0.00	120.00
tblTripsAndVMT	HaulingTripNumber	0.00	160.00
tblTripsAndVMT	VendorTripNumber	6.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	5.00	20.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	16.00	20.00
tblTripsAndVMT	WorkerTripNumber	3.00	20.00
tblVehicleTrips	ST_TR	22.75	23.60
tblVehicleTrips	SU_TR	16.74	23.60
tblVehicleTrips	WD_TR	1.89	34.20

2.0 Emissions Summary

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.9200e-003	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.9000e-004	1.9000e-004	0.0000		2.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0472	0.2325	0.5885	2.1000e-003	0.1779	1.8000e-003	0.1797	0.0476	1.6800e-003	0.0493		213.9269	213.9269	0.0114		214.2125
Total	0.0491	0.2325	0.5886	2.1000e-003	0.1779	1.8000e-003	0.1797	0.0476	1.6800e-003	0.0493		213.9271	213.9271	0.0114	0.0000	214.2127

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.9200e-003	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.9000e-004	1.9000e-004	0.0000		2.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0472	0.2325	0.5885	2.1000e-003	0.1779	1.8000e-003	0.1797	0.0476	1.6800e-003	0.0493		213.9269	213.9269	0.0114		214.2125
Total	0.0491	0.2325	0.5886	2.1000e-003	0.1779	1.8000e-003	0.1797	0.0476	1.6800e-003	0.0493		213.9271	213.9271	0.0114	0.0000	214.2127

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Clearing	Site Preparation	9/6/2021	9/24/2021	5	15	
2	Excavation/Grading	Grading	9/27/2021	10/22/2021	5	20	
3	Construction/Paving	Building Construction	10/25/2021	4/15/2022	5	125	
4	Landscaping/Finishing	Architectural Coating	4/18/2022	5/27/2022	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Clearing	Rubber Tired Loaders	1	8.00	203	0.36
Site Clearing	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Excavation/Grading	Excavators	1	8.00	158	0.38
Excavation/Grading	Rubber Tired Dozers	1	1.00	247	0.40
Excavation/Grading	Rubber Tired Loaders	1	6.00	203	0.36
Excavation/Grading	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Construction/Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Construction/Paving	Pavers	1	4.00	130	0.42
Construction/Paving	Paving Equipment	1	6.00	132	0.36
Construction/Paving	Rollers	1	8.00	80	0.38
Construction/Paving	Rough Terrain Forklifts	1	6.00	100	0.40
Landscaping/Finishing	Rough Terrain Forklifts	1	6.00	100	0.40
Landscaping/Finishing	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Clearing	2	20.00	0.00	120.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Excavation/Grading	4	20.00	0.00	160.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Construction/Paving	5	20.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Landscaping/Finishing	2	20.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.2 Site Clearing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5303	5.7596	3.8589	9.3600e-003		0.2406	0.2406		0.2214	0.2214		906.1263	906.1263	0.2931		913.4528
Total	0.5303	5.7596	3.8589	9.3600e-003	0.0000	0.2406	0.2406	0.0000	0.2214	0.2214		906.1263	906.1263	0.2931		913.4528

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0683	2.1722	0.5336	6.1300e-003	0.1399	6.6900e-003	0.1466	0.0383	6.4000e-003	0.0447		665.4265	665.4265	0.0476		666.6158
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.1637	2.2375	1.2701	8.2800e-003	0.3634	8.5000e-003	0.3719	0.0976	8.0600e-003	0.1057		879.8767	879.8767	0.0539		881.2238

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.2 Site Clearing - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5303	5.7596	3.8589	9.3600e-003		0.2406	0.2406		0.2214	0.2214	0.0000	906.1263	906.1263	0.2931		913.4528
Total	0.5303	5.7596	3.8589	9.3600e-003	0.0000	0.2406	0.2406	0.0000	0.2214	0.2214	0.0000	906.1263	906.1263	0.2931		913.4528

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0683	2.1722	0.5336	6.1300e-003	0.1399	6.6900e-003	0.1466	0.0383	6.4000e-003	0.0447		665.4265	665.4265	0.0476		666.6158
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.1637	2.2375	1.2701	8.2800e-003	0.3634	8.5000e-003	0.3719	0.0976	8.0600e-003	0.1057		879.8767	879.8767	0.0539		881.2238

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.3 Excavation/Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9118	0.0000	0.9118	0.4310	0.0000	0.4310			0.0000			0.0000
Off-Road	0.7577	7.8445	6.6707	0.0133		0.3515	0.3515		0.3233	0.3233		1,283.2057	1,283.2057	0.4150		1,293.5811
Total	0.7577	7.8445	6.6707	0.0133	0.9118	0.3515	1.2633	0.4310	0.3233	0.7543		1,283.2057	1,283.2057	0.4150		1,293.5811

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0683	2.1722	0.5336	6.1300e-003	0.1399	6.6900e-003	0.1466	0.0383	6.4000e-003	0.0447		665.4265	665.4265	0.0476		666.6158
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.1637	2.2375	1.2701	8.2800e-003	0.3634	8.5000e-003	0.3719	0.0976	8.0600e-003	0.1057		879.8767	879.8767	0.0539		881.2238

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.3 Excavation/Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3556	0.0000	0.3556	0.1681	0.0000	0.1681			0.0000			0.0000
Off-Road	0.7577	7.8445	6.6707	0.0133		0.3515	0.3515		0.3233	0.3233	0.0000	1,283.2057	1,283.2057	0.4150		1,293.5811
Total	0.7577	7.8445	6.6707	0.0133	0.3556	0.3515	0.7071	0.1681	0.3233	0.4914	0.0000	1,283.2057	1,283.2057	0.4150		1,293.5811

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0683	2.1722	0.5336	6.1300e-003	0.1399	6.6900e-003	0.1466	0.0383	6.4000e-003	0.0447		665.4265	665.4265	0.0476		666.6158
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.1637	2.2375	1.2701	8.2800e-003	0.3634	8.5000e-003	0.3719	0.0976	8.0600e-003	0.1057		879.8767	879.8767	0.0539		881.2238

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.4 Construction/Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6078	6.2543	7.2679	0.0113		0.3134	0.3134		0.2894	0.2894		1,078.3044	1,078.3044	0.3377		1,086.7457
Total	0.6078	6.2543	7.2679	0.0113		0.3134	0.3134		0.2894	0.2894		1,078.3044	1,078.3044	0.3377		1,086.7457

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0255	0.7751	0.2246	2.0000e-003	0.0512	1.6400e-003	0.0529	0.0148	1.5700e-003	0.0163		213.8764	213.8764	0.0138		214.2216
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.1209	0.8403	0.9611	4.1500e-003	0.2748	3.4500e-003	0.2782	0.0740	3.2300e-003	0.0773		428.3266	428.3266	0.0201		428.8296

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.4 Construction/Paving - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6078	6.2543	7.2679	0.0113		0.3134	0.3134		0.2894	0.2894	0.0000	1,078.304 4	1,078.304 4	0.3377		1,086.745 7
Total	0.6078	6.2543	7.2679	0.0113		0.3134	0.3134		0.2894	0.2894	0.0000	1,078.304 4	1,078.304 4	0.3377		1,086.745 7

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0255	0.7751	0.2246	2.0000e-003	0.0512	1.6400e-003	0.0529	0.0148	1.5700e-003	0.0163		213.8764	213.8764	0.0138		214.2216
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.1209	0.8403	0.9611	4.1500e-003	0.2748	3.4500e-003	0.2782	0.0740	3.2300e-003	0.0773		428.3266	428.3266	0.0201		428.8296

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.4 Construction/Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5461	5.5570	7.2365	0.0113		0.2659	0.2659		0.2458	0.2458		1,078.4163	1,078.4163	0.3377		1,086.8585
Total	0.5461	5.5570	7.2365	0.0113		0.2659	0.2659		0.2458	0.2458		1,078.4163	1,078.4163	0.3377		1,086.8585

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0240	0.7366	0.2126	1.9800e-003	0.0512	1.4300e-003	0.0527	0.0148	1.3700e-003	0.0161		211.9762	211.9762	0.0133		212.3093
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.1135	0.7955	0.8910	4.0600e-003	0.2748	3.1800e-003	0.2780	0.0740	2.9800e-003	0.0770		418.8901	418.8901	0.0190		419.3656

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.4 Construction/Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5461	5.5570	7.2365	0.0113		0.2659	0.2659		0.2458	0.2458	0.0000	1,078.4163	1,078.4163	0.3377		1,086.8585
Total	0.5461	5.5570	7.2365	0.0113		0.2659	0.2659		0.2458	0.2458	0.0000	1,078.4163	1,078.4163	0.3377		1,086.8585

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0240	0.7366	0.2126	1.9800e-003	0.0512	1.4300e-003	0.0527	0.0148	1.3700e-003	0.0161		211.9762	211.9762	0.0133		212.3093
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.1135	0.7955	0.8910	4.0600e-003	0.2748	3.1800e-003	0.2780	0.0740	2.9800e-003	0.0770		418.8901	418.8901	0.0190		419.3656

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.5 Landscaping/Finishing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2074	2.3670	3.3948	4.9200e-003		0.1063	0.1063		0.0978	0.0978		476.2451	476.2451	0.1540		480.0958
Total	0.2074	2.3670	3.3948	4.9200e-003		0.1063	0.1063		0.0978	0.0978		476.2451	476.2451	0.1540		480.0958

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0240	0.7366	0.2126	1.9800e-003	0.0512	1.4300e-003	0.0527	0.0148	1.3700e-003	0.0161		211.9762	211.9762	0.0133		212.3093
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.1135	0.7955	0.8910	4.0600e-003	0.2748	3.1800e-003	0.2780	0.0740	2.9800e-003	0.0770		418.8901	418.8901	0.0190		419.3656

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

3.5 Landscaping/Finishing - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2074	2.3670	3.3948	4.9200e-003		0.1063	0.1063		0.0978	0.0978	0.0000	476.2451	476.2451	0.1540		480.0958
Total	0.2074	2.3670	3.3948	4.9200e-003		0.1063	0.1063		0.0978	0.0978	0.0000	476.2451	476.2451	0.1540		480.0958

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0240	0.7366	0.2126	1.9800e-003	0.0512	1.4300e-003	0.0527	0.0148	1.3700e-003	0.0161		211.9762	211.9762	0.0133		212.3093
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.1135	0.7955	0.8910	4.0600e-003	0.2748	3.1800e-003	0.2780	0.0740	2.9800e-003	0.0770		418.8901	418.8901	0.0190		419.3656

4.0 Operational Detail - Mobile

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0472	0.2325	0.5885	2.1000e-003	0.1779	1.8000e-003	0.1797	0.0476	1.6800e-003	0.0493		213.9269	213.9269	0.0114		214.2125
Unmitigated	0.0472	0.2325	0.5885	2.1000e-003	0.1779	1.8000e-003	0.1797	0.0476	1.6800e-003	0.0493		213.9269	213.9269	0.0114		214.2125

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	29.07	20.06	20.06	76,242	76,242
Total	29.07	20.06	20.06	76,242	76,242

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9200e-003	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.9000e-004	1.9000e-004	0.0000		2.0000e-004
Unmitigated	1.9200e-003	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.9000e-004	1.9000e-004	0.0000		2.0000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.9000e-004	1.9000e-004	0.0000		2.0000e-004
Total	1.9200e-003	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.9000e-004	1.9000e-004	0.0000		2.0000e-004

Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.9000e-004	1.9000e-004	0.0000		2.0000e-004
Total	1.9200e-003	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.9000e-004	1.9000e-004	0.0000		2.0000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Watts Skate Park IS/MND - Los Angeles-South Coast County, Winter

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Appendix B

South Central Coastal Information Center
Records Search

South Central Coastal Information Center

California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395

California Historical Resources Information System

Los Angeles, Orange, Ventura and San Bernardino Counties

sccic@fullerton.edu

3/26/2021

SCCIC File #: 22169.8335

Kevin Ferrier
Terry A. Hayes Associates Inc.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

Re: Record Search Results for the Watts Skate Park Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the South Gate, CA USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Built Environment Resources Directory (BERD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site and a ¼-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within project radius: 0
Built-Environment Resources	Within project area: 1 Within project radius: 0
Reports and Studies	Within project area: 2 Within project radius: 23
OHP Built Environment Resources Directory (BERD) 2019	Within project area: 0 Within ¼-mile radius: 1
California Points of Historical Interest (SPHI) 2019	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL) 2019	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG) 2019	Within project area: 0 Within ¼-mile radius: 0
National Register of Historic Places (NRHP) 2019	Within project area: 0 Within ¼-mile radius: 0

City of Los Angeles Historic-Cultural Monuments (LAHCM)	Within project area: 0 Within ¼-mile radius: 0
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HISTORIC MAP REVIEW - Downey, CA (1943) 15' USGS historic maps indicate that in 1943 there was no visible development within the project area. There was a grid like network of roads within the project search radius which was located within the historic place name of Los Angeles. The Pacific Electric rail line ran east of the project area.

RECOMMENDATIONS

*When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.

The archaeological sensitivity of the project location is unknown because there are no previous archaeological studies for the subject property. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources should not be attempted by project personnel. It is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with particular knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may request an archaeological monitor. Finally, if the built-environment resources on the property are 45 years or older, a qualified architectural historian should be retained to study the property and make recommendations regarding those structures.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the [California Historical Resources Information System](#),

Isabela Kott
GIS Technician/Staff Researcher

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Appendix C

Noise and Vibration Calculations

Noise Formulas

Noise Distance Attenuation

Hard Site

Equation: $N_i = N_o - 20 \times (\log D_i/D_o)$

Di = distance to receptor ($D_i > D_o$)

Ni = attenuated noise level of interest
No = reference noise level

Do = reference distance

Source: (Bolt, Beranek, and Newman, 1971)

Summation of Noise Levels

Equation: $N_s = 10 \times \text{LOG}_{10}((10^{(N_1/10)}) + (10^{(N_2/10)}) + (10^{(N_3/10)}) + (10^{(N_4/10)}))$

Ns = Noise Level Sum
N1 = Noise Level 1
N2 = Noise Level 2
N3 = Noise Level 3
N4 = Noise Level 4

Source: California Department of Transportation, *Technical Noise Supplement*, 2013

Construction Equipment Noise Level Ranges	
Construction Equipment	Noise Level at 50 feet (dBA, L_{eq})
SITE CLEARING	
Backhoe	73.6
Front End loader	75.1
EXCAVATION/GRADING	
Backhoe	73.6
Excavator	76.7
Grader	81
Dozer	77.7
Front End loader	75.1
CONSTRUCTION/PAVING	
Paving Equipment	76.2
Paver	74.2
Roller	73
Forklift	79.4
Concrete Mixer	74.8
LANDSCAPING/FINISHING	
Backhoe	73.6
Forklift	79.4

Source: FHWA, *Roadway Construction Noise Model, Version 1.1*, 2008.

Construction Phase Noise Levels	
Construction Phase	Noise Level At 50 Feet (dBA)
Site Clearing	77.4
Excavation/Grading	84.6
Construction/Paving	83.1
Landscaping/Finishing	80.4

Source: FHWA, *Roadway Construction Noise Model, Version 1.1*, 2008.

On-Site Construction Noise: Resulting Noise Level Increases - Unmitigated				
Sensitive Receptor	Distance (feet)	Reference Noise Level (dBA)	Intervening Building /a/	Unmitigated Construction Noise (dBA, L_{eq})
Residences to the north	90	84.6	4.5	75.0
Residences to the west	115	84.6	0	77.4
Residences to the north	200	84.6	4.5	68.1
Residences to west	220	84.6	4.5	67.2
Residences to the east	300	84.6	0	69.0
Residences to the east	400	84.6	6	60.5
Watts New Hope Community Seventh-Day Adventist Church	400	84.6	6	60.5

/a/ Includes a 4.5 dB reduction for first row of intervening buildings and a 1.5 reduction for each subsequent row.

On-Site Construction Noise: Resulting Noise Level Increases - Mitigated					
Sensitive Receptor	Distance (feet)	Reference Noise Level (dBA)	Intervening Building /a/	Mitigation /b/	Mitigated Construction Noise (dBA, Leq)
Residences to the north	90	84.6	4.5	5.0	70.0
Residences to the west	115	84.6	0	5.0	72.4
Residences to the north	200	84.6	4.5	5.0	63.1
Residences to west	220	84.6	4.5	5.0	62.2
Residences to the east	300	84.6	0	5.0	64.0
Residences to the east	400	84.6	6	5.0	55.5
Watts New Hope Community Seventh-Day Adventist Church	400	84.6	6	5.0	55.5

/a/ Includes a 4.5 dB reduction for first row of intervening buildings and a 1.5 reduction for each subsequent row.

/b/ Includes a 5 dB reduction for equipment mufflers.

Operational Noise Analysis

Proposed Project Skate Park Noise Levels					
Sensitive Receptor	Intervening Structure	Existing Noise Level (dBA, L _{eq})	Skate Park Noise Level (dBA, L _{eq}) /a/	New Ambient (dBA, Leq)	Increase
Residences to the West 1	No	60.4	39.7	60.4	0.0
Residences to the west 2	Yes	60.4	34.3	60.4	0.0
Residences to the northwest	Yes	62.5	37.1	62.5	0.0
Residences to the north	Partial	62.5	41.3	62.5	0.0
Residences to the north 2	Yes	62.5	43.1	62.5	0.0
Residences to the east 1	No	66.9	33.5	66.9	0.0
Residences to the east 2	No	66.8	30.2	66.8	0.0

/a/ Calculated using Soundplan Essential 4.0 and reference noise level of 82.0 dBA Leq at 3 feet

Reference Noise Level Source: City of Capitola, *Monterey Avenue Skatepark Project Noise and Vibration Assessment*, September 2, 2015.

Vibration Formulas

Vibration PPV Attenuation

Equation: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

PPV (equip) is the peak particle velocity in in/sec of the equipment adjusted for distance

PPV (ref) is the reference vibration level in in/sec at 25 feet from Table 12-2

D is the distance from the equipment to the receiver.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

Vibration Damage Analysis

Vibration Velocities for Construction Equipment		
Equipment	PPV at 25 Feet (Inches/Second)	VdB at 25 feet (Micro-Inches/Second)
Hoe Ram	0.089	87
Caisson Drilling	0.089	87
Jackhammer	0.035	79
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58

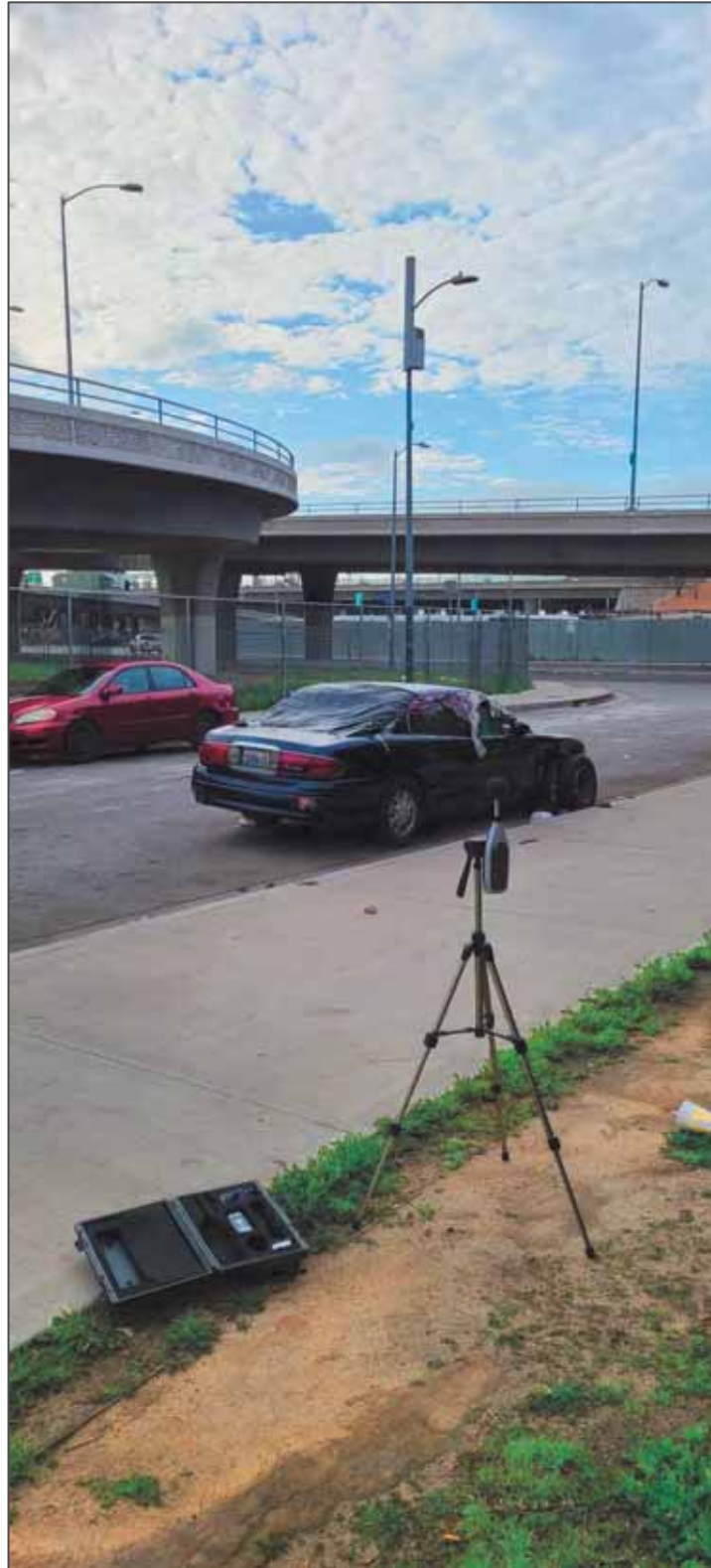
Sensitive Receptors	Distance	PPV	Damage Threshold
residences to the north	90	0.013	0.3

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

Soundplan Model Run Results

Noise Monitoring Data

Site 1: 1818 115th Street



Session Report

4/5/2021

Information Panel

Name Watts Skate Park_Site 1
Start Time 3/18/2021 9:00:06 AM
Stop Time 3/18/2021 9:15:16 AM
Device Name BGS100001
Model Type SoundPro DL
Device Firmware Rev R.13H
Comments
Run Time 00:15:10

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60.4 dB	Lmax	1	77 dB
Lmin	1	54.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/18/2021 9:01:06 AM	60.5
9:02:06 AM	58.9
9:03:06 AM	58.9
9:04:06 AM	65
9:05:06 AM	58.5
9:06:06 AM	59.3
9:07:06 AM	60.8
9:08:06 AM	59.5
9:09:06 AM	61.6
9:10:06 AM	58.7
9:11:06 AM	59.4
9:12:06 AM	60.3
9:13:06 AM	60.2

9:14:06 AM

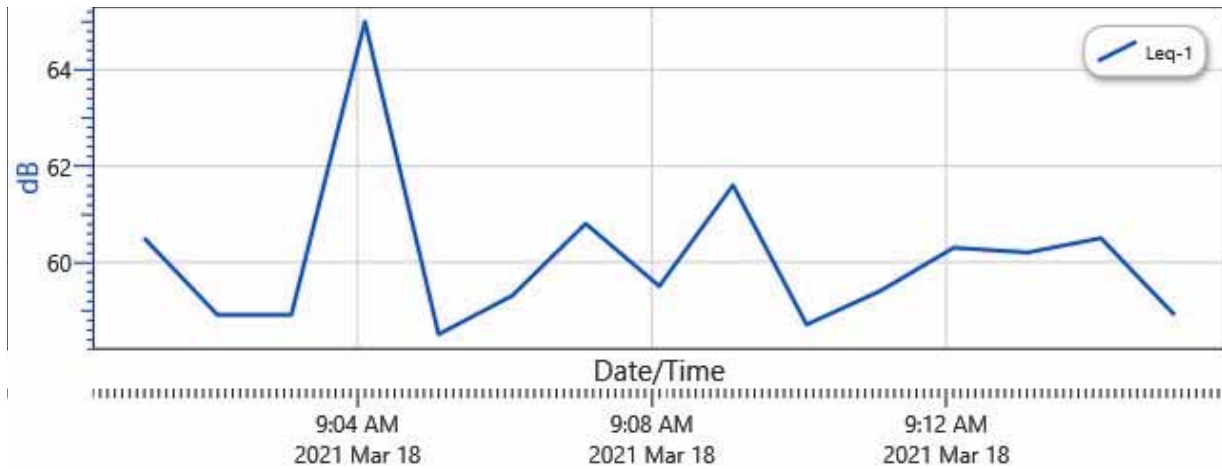
60.5

9:15:06 AM

58.9

Logged Data Chart

Watts Skate Park_Site 1: Logged Data Chart



Noise Measurement Report Form

Project: WaddysKade Park Contract No (s): N/A
 Date: 3-18-2021 Day of Week: Thursday Time: 0900
 Monitoring Site Number: 1 Monitoring Site Address: 1818 E 115th St
 Measurement Taken By: KB
 Approximate Wind Speed: 0 mph (km/hr) Approximate Wind Direction: From the _____
 Approximate distance of Sound Level Meter from Receptor Location: 15 ft
 Approximate distance of Sound Level Meter from Project Site: 30 ft

Receptor Land Use (Check One) Residential / Institutional Commercial / Recreational
 Sound Level Meter: Make and Model: _____ Serial Number: _____
 Meter Setting A-Weighted Sound Level (SLOW) C-Weighted Sound Level (FAST) for Impacts
 Duration of Measurement: 15 min
 Check the measurement purpose:
 Baseline condition Ongoing construction Major change Complaint response

Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	114.0	n/a	n/a
L_{eq}	60.4		
L_{max}			
L_{90}			
CNEL			

Field Notes:

1. Freeway main source of noise, Peak hour, speeds reduced
2. Construction across the way
3. _____
4. _____

Site 2: 1783 115th Street



Session Report

4/5/2021

Information Panel

Name Watts Skate Park_Site 2
Start Time 3/18/2021 9:33:44 AM
Stop Time 3/18/2021 9:48:44 AM
Device Name BGS100001
Model Type SoundPro DL
Device Firmware Rev R.13H
Comments
Run Time 00:15:00

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	62.5 dB	Lmax	1	82.7 dB
Lmin	1	52.1 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/18/2021 9:34:44 AM	64.3
9:35:44 AM	62.6
9:36:44 AM	54.7
9:37:44 AM	60
9:38:44 AM	65.1
9:39:44 AM	59.6
9:40:44 AM	57
9:41:44 AM	56.6
9:42:44 AM	55.1
9:43:44 AM	71.2
9:44:44 AM	60.4
9:45:44 AM	55.9
9:46:44 AM	54.7

9:47:44 AM

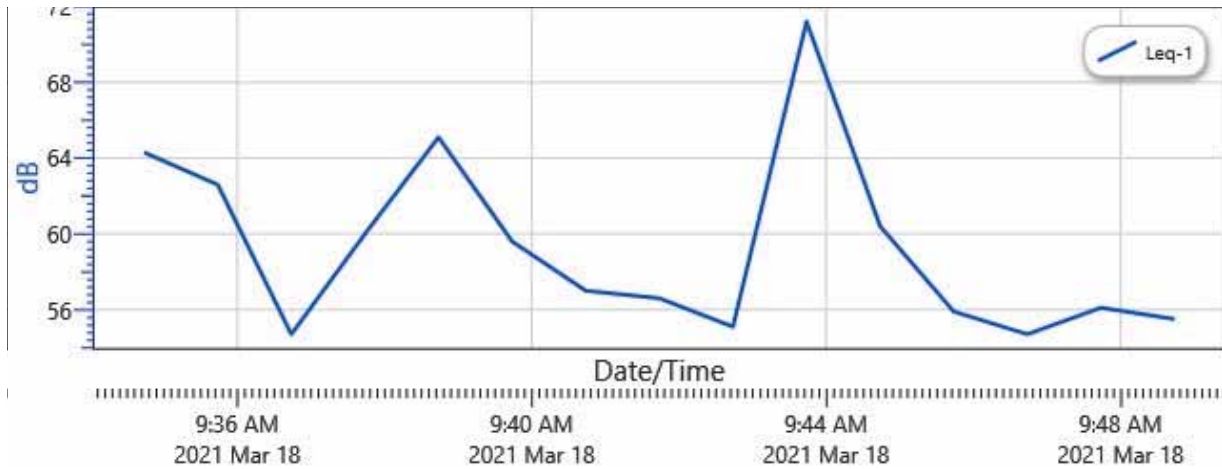
56.1

9:48:44 AM

55.5

Logged Data Chart

Watts Skate Park_Site 2: Logged Data Chart



Noise Measurement Report Form

Project: Wald State Park Contract No (s): N/A
 Date: 3-18-2021 Day of Week: Thursday Time: 0935
 Monitoring Site Number: 2 Monitoring Site Address: 1783 115th St
 Measurement Taken By: KB
 Approximate Wind Speed: _____ mph [km/hr] Approximate Wind Direction: From the _____
 Approximate distance of Sound Level Meter from Receptor Location: _____
 Approximate distance of Sound Level Meter from Project Site: _____

Receptor Land Use (Check One) Residential / Institutional Commercial / Recreational
 Sound Level Meter: Make and Model: _____ Serial Number: _____
 Meter Setting A-Weighted Sound Level (SLOW) C-Weighted Sound Level (FAST) for Impacts
 Duration of Measurement: 15 min
 Check the measurement purpose:
 Baseline condition Ongoing construction Major change Complaint response

Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	114.0	n/a	n/a
L_{eq}	62.3		
L_{max}			
L_{90}			
CNEL			

Field Notes:

1. Dogs barking
2. _____
3. _____
4. _____

Site 3: 1800 114th Street



Session Report

4/5/2021

Information Panel

Name Watts Skate Park_Site 3
Start Time 3/18/2021 10:04:47 AM
Stop Time 3/18/2021 10:19:47 AM
Device Name BGS100001
Model Type SoundPro DL
Device Firmware Rev R.13H
Comments
Run Time 00:15:00

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60.6 dB	Lmax	1	75 dB
Lmin	1	48.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/18/2021 10:05:47 AM	62.2
10:06:47 AM	59
10:07:47 AM	60.7
10:08:47 AM	53.3
10:09:47 AM	63.7
10:10:47 AM	67.2
10:11:47 AM	63.1
10:12:47 AM	59.1
10:13:47 AM	58.3
10:14:47 AM	53.6
10:15:47 AM	54.1
10:16:47 AM	59.3
10:17:47 AM	52.6

10:18:47 AM

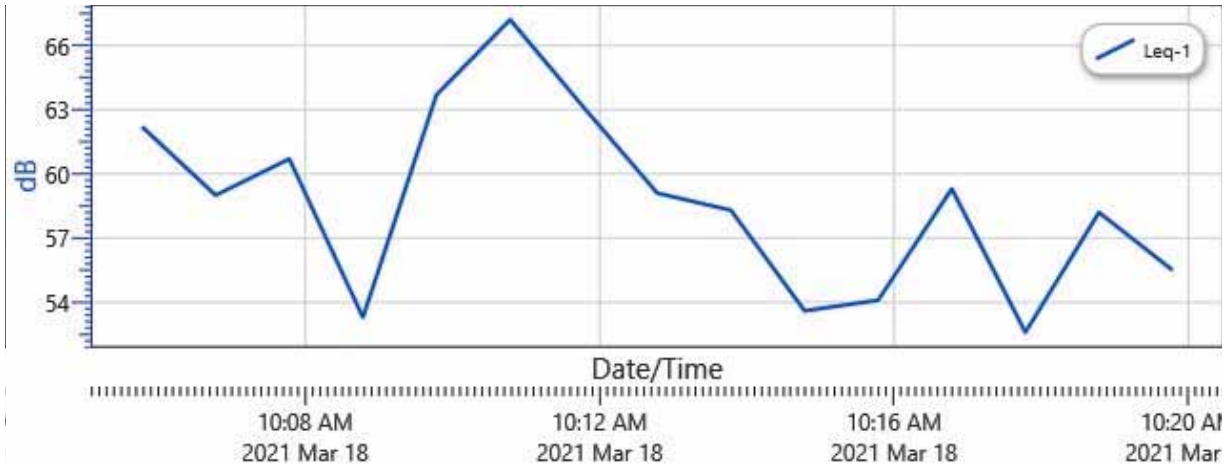
58.2

10:19:47 AM

55.5

Logged Data Chart

Watts Skate Park_Site 3: Logged Data Chart



Noise Measurement Report Form

Project: Waldsate Park Contract No (s): N/A
 Date: 3-18-2021 Day of Week: Thursday Time: 1005
 Monitoring Site Number: 3 Monitoring Site Address: 1400 114th St
 Measurement Taken By: KS
 Approximate Wind Speed: _____ mph [km/hr] Approximate Wind Direction: From the _____
 Approximate distance of Sound Level Meter from Receptor Location: _____
 Approximate distance of Sound Level Meter from Project Site: _____

Receptor Land Use (Check One) Residential / Institutional Commercial / Recreational
 Sound Level Meter: Make and Model: _____ Serial Number: _____
 Meter Setting A-Weighted Sound Level (SLOW) C-Weighted Sound Level (FAST) for Impacts
 Duration of Measurement: 15
 Check the measurement purpose:
 Baseline condition Ongoing construction Major change Complaint response

Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	114.0	n/a	n/a
L_{eq}	60.7		
L_{max}			
L_{min}			
CNEL			

Field Notes:

1. Thru. Blue line pass by and crossing signal noise audible
2. In front of Skate Park, Skate Park closed - Waldsate Security Park
3. Dogs barking and work nearby
4. 2 skaters at park starting at 5 min

Site 4: Willowbrook Avenue and 115th Street



Session Report

4/8/2021

Information Panel

Name Watts Skate Park_Site 4
Start Time 3/18/2021 10:53:45 AM
Stop Time 3/18/2021 11:08:54 AM
Device Name BGS100001
Model Type SoundPro DL
Device Firmware Rev R.13H
Comments
Run Time 00:15:06

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	66.8 dB	Lmax	1	81.1 dB
Lmin	1	56.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/18/2021 10:54:45 AM	64.8
10:55:45 AM	71.8
10:56:45 AM	63.6
10:57:45 AM	64.6
10:58:45 AM	65.4
10:59:45 AM	64.6
11:00:45 AM	65.4
11:01:45 AM	65.5
11:02:45 AM	63.8
11:03:45 AM	72
11:04:45 AM	65
11:05:45 AM	66.7
11:06:45 AM	65

11:07:45 AM

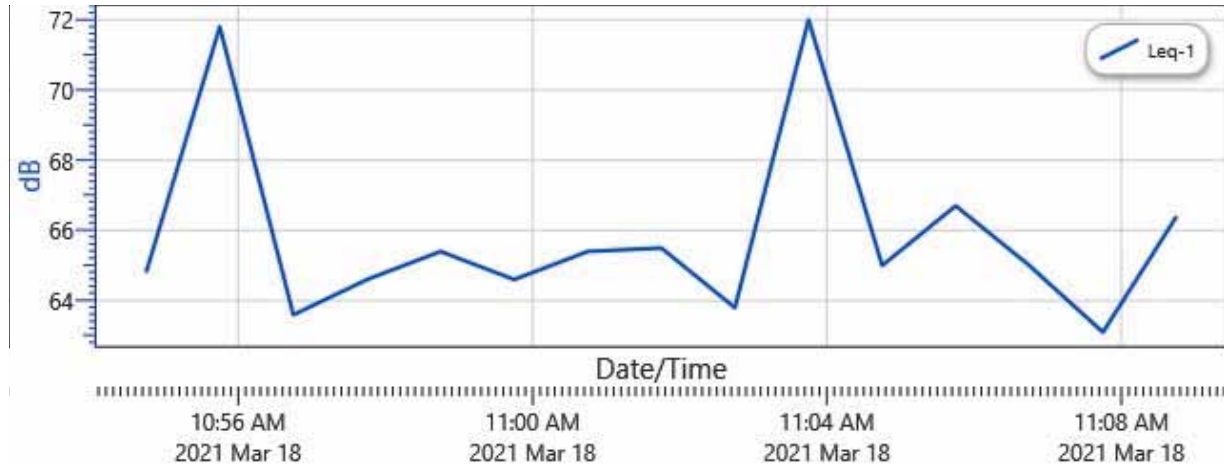
63.1

11:08:45 AM

66.4

Logged Data Chart

Watts Skate Park_Site 4: Logged Data Chart



Noise Measurement Report Form

3-18-2021

Project: Watts Side Park Contract No (s): N/A
 Date: ~~March 18~~ / 4 Day of Week: Thursday Time: 1054
 Monitoring Site Number: 4 Monitoring Site Address: Willow Brook Ave / 1150th St
 Measurement Taken By: FB
 Approximate Wind Speed: _____ mph [km/hr] Approximate Wind Direction: From the _____
 Approximate distance of Sound Level Meter from Receptor Location: _____
 Approximate distance of Sound Level Meter from Project Site: _____

Receptor Land Use (Check One) Residential / Institutional Commercial / Recreational
 Sound Level Meter: Make and Model: _____ Serial Number: _____
 Meter Setting A-Weighted Sound Level (SLOW) C-Weighted Sound Level (FAST) for Impacts
 Duration of Measurement: 15 min
 Check the measurement purpose:
 Baseline condition Ongoing construction Major change Complaint response

Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	114.0	n/a	n/a
Leq	66.9		
Lmax			
Lmin			
CNEL			

Field Notes:

1. Blue line LRT passing + Crossing signal noise
2. Crossing signal noise approx 54 second, LRT passing by into station approx 25 mph & 1 min 10 sec
3. Construction work nearby
4. _____

Site 5: 1950 115th Street



Session Report

4/8/2021

Information Panel

Name Watts Skate Park_Site 5
Start Time 3/18/2021 10:34:56 AM
Stop Time 3/18/2021 10:49:56 AM
Device Name BGS100001
Model Type SoundPro DL
Device Firmware Rev R.13H
Comments
Run Time 00:15:00

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	55.4 dB	Lmax	1	73 dB
Lmin	1	48.3 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	A
Response	2	SLOW			

Logged Data Table

Date/Time	Leq-1
3/18/2021 10:35:56 AM	52.7
10:36:56 AM	59.3
10:37:56 AM	55
10:38:56 AM	55.8
10:39:56 AM	57.9
10:40:56 AM	57.8
10:41:56 AM	50
10:42:56 AM	56.5
10:43:56 AM	54.2
10:44:56 AM	54.2
10:45:56 AM	54.4
10:46:56 AM	54.4
10:47:56 AM	53.5

10:48:56 AM

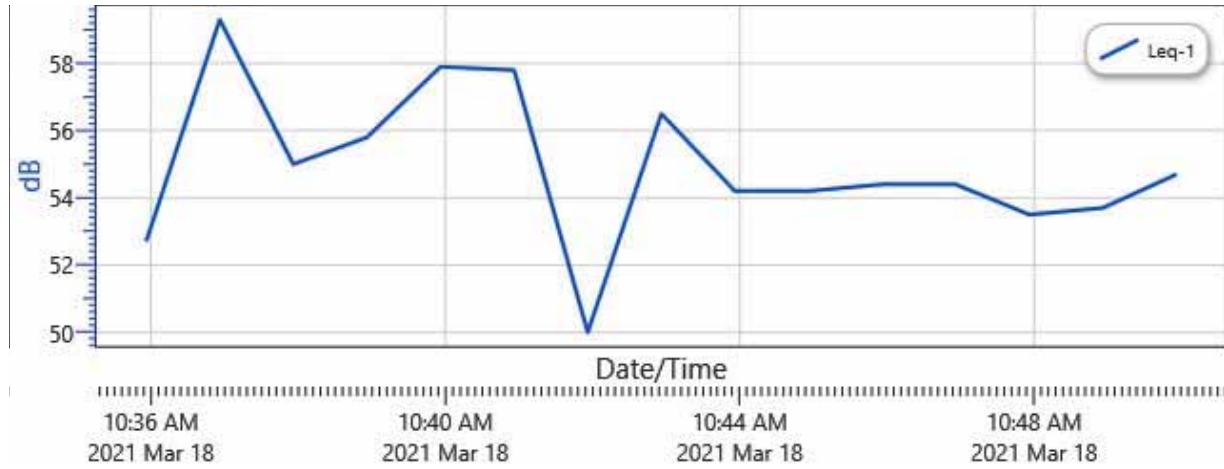
53.7

10:49:56 AM

54.7

Logged Data Chart

Watts Skate Park_Site 5: Logged Data Chart



Noise Measurement Report Form

Project: Wells State Park Contract No (s): N/A
 Date: 2-18-2021 Day of Week: Thursday Time: 1035
 Monitoring Site Number: 5 Monitoring Site Address: 1950 115th St
 Measurement Taken By: KB
 Approximate Wind Speed: _____ mph [km/hr] Approximate Wind Direction: From the _____
 Approximate distance of Sound Level Meter from Receptor Location: _____
 Approximate distance of Sound Level Meter from Project Site: _____

Receptor Land Use (Check One) Residential / Institutional Commercial / Recreational
 Sound Level Meter: Make and Model: _____ Serial Number: _____
 Meter Setting A-Weighted Sound Level (SLOW) C-Weighted Sound Level (FAST) for Impacts
 During of Measurement: 15 min
 Check the measurement purpose:
 Baseline condition Ongoing construction Major change Complaint response

Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	114.0	n/a	n/a
Leq	55.5		
Lmax			
Lmin			
CNEL			

Field Notes:

1. High plane flyover
2. Crossing signal noise and LRT audible
3. _____
4. _____

MITIGATION MONITORING AND REPORTING PROGRAM

In compliance with the requirements of Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097, this Mitigation Monitoring and Reporting Program (MMRP) describes the procedures that will be followed to implement the mitigation measures identified in the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Watts Skate Park (proposed project). The intent of this MMRP is to establish the following:

- (1) Verify satisfaction of the required mitigation measures identified in the IS/MND;
- (2) Provide a methodology to document implementation of the required mitigation measures;
- (3) Provide a record of the monitoring program;
- (4) Identify monitoring responsibility;
- (5) Establish administrative procedures for the clearance of mitigation measures;
- (6) Establish the frequency and duration of monitoring; and
- (7) Utilize existing review processes wherever feasible.

The City of Los Angeles Department of Recreation and Parks as the Lead Agency is responsible for overseeing and enforcing implementation of the MMRP which shall be carried out by the Department of Building and Safety and other entities (e.g., Applicant/Construction Contractor), as shown in **Table 1**.

TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM					
Mitigation Measure	Timing/ Phasing	Responsible Party	Enforcement/ Monitoring Party	Action(s) Indicating Compliance	
				Action/ Reports	Sign- Off/Date
BIOLOGICAL RESOURCES					
<p>BR-1 Tree removal activities shall occur outside of the nesting season (February 15 through September 15). If avoidance within this time period is not feasible, the following additional measures shall be employed:</p> <ol style="list-style-type: none"> 1. A pre-construction nesting survey shall be conducted by a qualified biologist within three days prior to the start of construction activities to determine whether active nests are present within or directly adjacent to the construction zone. All nests found shall be recorded. 2. If construction activities must occur within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor, a qualified biologist shall monitor the nest on a weekly basis and the construction activity shall be postponed until the biologist determines that the nest is no longer active. <p>If the recommended nest avoidance zone is not feasible, the qualified biologist shall determine whether an exception is possible and obtain concurrence from the appropriate resource agency before construction work can resume within the avoidance buffer zone. All work shall cease within the avoidance buffer zone until either agency concurrence is obtained or the biologist determines that the adults and young are no longer reliant on the nest site.</p>	Prior to Construction/ During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building Safety Departments		
CULTURAL RESOURCES					
<p>CUL-1 If buried materials of potential cultural significance are discovered within an undisturbed context during earth-moving operations associated with the project, then all work in that area shall be halted or diverted away from the discovery to a distance of 50 feet until the monitor and a qualified archaeological supervisor can evaluate the nature and/or significance of the find(s). Construction shall not resume in the locality of the discovery until consultation between the qualified supervisor, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. In response to the discovery of significant cultural resources, the Lead Agency may also add additional compliance tasks to be followed during the continued site development, which may include additional monitoring.</p>	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building Safety Departments		

TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM					
Mitigation Measure	Timing/ Phasing	Responsible Party	Enforcement/ Monitoring Party	Action(s) Indicating Compliance	
				Action/ Reports	Sign- Off/Date
<p>CUL-2 The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately, together with the lead agency and the property owner. If human remains of Native American origin are discovered during construction activities, the proposed project would be required to comply with state laws, under the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to handling of Native American burials. The Coroner must notify the Native American Heritage Commission within 24 hours, which shall determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the project site within 48 hours of being granted access to the project site and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-interment site.</p>	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building & Safety Departments		
GEOLOGY AND SOILS					
<p>GEO-1 To provide more firm uniform bearing conditions for foundation and slab-on-grade construction and/or any settlement sensitive structures, the following activities would be required:</p> <ol style="list-style-type: none"> Native soils and existing artificial fill beneath the proposed improvements (i.e., ramps, stairs, slabs-on-grade, walls, etc.) shall be excavated a minimum of three feet below the bottom of the footings, four feet below existing grade, or through the existing fill, whichever is deeper. Remedial excavations shall be performed to a distance of at least four feet laterally beyond the outside edge of the improvement. The base of the remedial excavation shall be a level elevation. Foundation plans and details shall be checked carefully during grading to establish the actual bottom of footing elevations in the field. All exposed ground surfaces (subgrades) at the base of the remedial excavations shall be firm, unyielding, and not excessively wet or excessively dry. If any of these conditions are 	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building & Safety Departments		

TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM					
Mitigation Measure	Timing/ Phasing	Responsible Party	Enforcement/ Monitoring Party	Action(s) Indicating Compliance	
				Action/ Reports	Sign- Off/Date
<p>not acceptable at the minimum recommended over-excavation depth, additional excavation shall be required until suitable subgrade conditions are found.</p> <p>3. The bottom of the remedial excavation shall be scarified (ripped) six inches and recompacted.</p> <p>4. The excavated soils may be reused to backfill the remedial excavations provided they are processed to remove any deleterious materials, debris, particles greater than six inches maximum dimension, and are properly moisture conditioned and compacted. During replacement of the excavated soils in the remedial excavations, and recompaction of the scarified soils, the soils shall be moisture conditioned to above the optimum moisture content and be uniformly compacted to at least 90% of the maximum dry density as determined by American Society for Testing and Materials D1557 test procedures using mechanical compaction equipment. To aid in the compaction operation, fill shall be placed in lifts not exceeding six inches compacted thickness. Compaction shall be verified by testing.</p> <p>5. The geotechnical consultant's representative shall review the site grading prior to scarification of the bottom of the remedial excavation. Local variations in soil conditions may warrant increasing the depth of remedial excavation. Any deeper areas of loose soils shall be removed and be replaced as compacted, engineered fill.</p>					
HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1 The previously identified oil-stained surface area shall be removed using hand tools and placed in drums for disposal. Drums shall be hauled off site and disposed of in the appropriate landfill.	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building & Safety Departments		
HAZ-2 The construction contractor shall collect samples of any soil removed in the excavation or construction process. Before it is moved off site for disposal, it shall be tested for hazardous contaminants, and all hazardous materials shall be handled and disposed of in accordance with applicable state laws and regulations.	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building & Safety Departments		

NOISE					
N-1	Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with muffling devices consistent with manufacturers' standards. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building & Safety Departments	
N-2	The construction contractor shall locate construction staging areas away from noise-sensitive uses, and construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses. Natural and/or manmade barriers (e.g., intervening construction trailers) shall also be used to screen propagation of noise from such activities towards these land uses.	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building & Safety Departments	
N-3	A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building & Safety Departments	
SOURCE: TAHA, 2021.					

APPROVED

FEB 17 2022

BOARD OF RECREATION AND PARK COMMISSIONERS

BOARD REPORT

NO. 22-033

DATE February 17, 2022

C.D. 15

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: WATTS SKATE PARK – NEW SKATE PARK (PRJ20577) PROJECT – APPROVAL OF REVISED MEMORANDUM OF AGREEMENT BETWEEN THE DEPARTMENT OF TRANSPORTATION AND THE DEPARTMENT OF RECREATION AND PARKS FOR THE JOINT USE OF A PORTION OF THE WATTS SKATE PARK PROPERTY

AP Diaz _____ M. Rudnick _____
H. Fujita _____ C. Santo Domingo DF
J. Kim _____ N. Williams _____

M. Slue
General Manager

Approved X Disapproved _____ Withdrawn _____

RECOMMENDATIONS

- 1. Rescind Recommendation 2 of Board Report No. 21-206 regarding the authorization of the execution of a Memorandum of Agreement in the form attached to Board Report No. 21-206 as Attachment A;
2. Authorize Department of Recreation and Parks' (RAP) General Manager to execute the revised Memorandum of Agreement between the Department of Transportation and the Department of Recreation and Parks for the Joint Use of a Portion of the Watts Skate Park Property, as set forth in Attachment 1;
3. Authorize RAP staff to make technical corrections as necessary to carry out the intent of this Report.

SUMMARY

On December 16, 2021, the Board of Recreation and Parks Commissioners (Board) approved the Watts Skate Park – New Skate Park (PRJ20577) Project and authorized RAP's General Manager to execute a Memorandum of Agreement (MOA) between the Department of Transportation (LADOT) and the Department of Recreation and Parks for the Joint Use of a Portion of the Watts Skate Park Property (Report No. 21-206).

The MOA between RAP and LADOT will permit RAP to access and construct the new skate park on the 37,000 square feet of land located at Imperial Highway just west of Wilmington Avenue as (APNs 6069-029-902 to 6069-029-917) that is currently owned by LADOT. Per the MOA, RAP

BOARD REPORT

PG. 2 NO. 22-033

shall be responsible for the design, construction, maintenance, security and utilities costs associated with the proposed Project. The term of the MOA will be for fifty (50) years.

Subsequently, LADOT requested a language revision to Section 4.A.2 of the previously approved MOA per Report No. 21-206.

Section 4.A.2 previously read, "Maintenance: In connection with its use of the PREMISES, RAP will maintain the PREMISES at no cost to LADOT throughout the term of this MOA. This includes ensuring the PREMISES receives routine landscape maintenance, tree trimming and removal as-needed, trash removal and disposal, and replacement of grass, plants, flowers, and trees as-needed to maintain an attractive and inviting atmosphere for passive and active recreational purposes."

As shown in Attachment 1, the revised MOA includes the following new language for Section 4.A.2, with the revised language in bold:

"Maintenance: In connection with its use of the PREMISES, RAP will maintain the PREMISES at no cost to LADOT throughout the term of this MOA. This includes, **but is not limited to**, ensuring the PREMISES receives routine landscape maintenance, tree trimming and removal as-needed, trash removal and disposal, **graffiti removal**, and replacement of grass, plants, flowers, and trees as-needed to maintain an attractive and inviting atmosphere for passive and active recreational purposes."

Upon approval of this Report, the revised MOA can be executed by RAP and LADOT.

ENVIRONMENTAL IMPACT

The Board of Recreation and Park Commissioners has approved the proposed Project and adopted a Mitigated Negative Declaration (MND) on December 16, 2021 (Board Report No. 21-206).

California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR is required by the lead agency or by any responsible agency:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR;
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken that will require major revisions in the EIR; and,
3. Previously unknown new information at the time of the certification of the EIR as complete becomes available.

The proposed action is a minor modification to the Memorandum of Agreement that includes graffiti removal among future maintenance commitments of the Department of Recreation and Parks.

BOARD REPORT

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RAP staff found that:

1. The proposed commitment will not involve substantial changes in the project scope requiring major revisions in the previous MND due new-significant environmental effects, or an increase in the severity of previously identified significant effects;
2. The circumstances under which the Project is undertaken will not require revisions of the previous MND due new significant environmental effects or an increase in the severity of previously identified significant effects;
3. There is no new information of substantial importance showing new significant environmental effects not discussed in the previous MND, or an increase in the severity of previously examined significant effects;
4. There are no mitigation measures or alternatives to the project considerably different from those analyzed in the previous MND that would substantially reduce one or more significant effects on the environment, but not adopted with the previous EIR.

Based on these findings, RAP Staff finds that no additional CEQA action is necessary.

FISCAL IMPACT

The estimated costs for the design, development, and construction of the proposed park improvements are anticipated to be funded by CIEP, CDBG, donation, or funding sources other than RAP's General Fund. The cost for maintenance staff for the new proposed park will be requested as a part of the City's budget process.

STRATEGIC PLAN INITIATIVES AND GOALS

Approval of this Board Report advances RAP's Strategic Plan by supporting:

Goal No. 1: Provide Safe and Accessible Parks

Outcome No. 2: All parks are safe and welcoming

Result: The construction of a new skate park will serve 5,582 residents within a one-half mile walking distance.

This report was prepared by Meghan Luera, Management Analyst, Planning, Maintenance and Construction Branch.

LIST OF ATTACHMENTS

- 1) Attachment A – Revised MOA between LADOT and RAP for Joint Use of Watts Skate Park

**MEMORANDUM OF AGREEMENT
BETWEEN
THE DEPARTMENT OF TRANSPORTATION
AND
THE DEPARTMENT OF RECREATION AND PARKS
FOR THE JOINT USE OF A PORTION OF THE
WATTS SKATE PARK PROPERTY**

This Memorandum of Agreement (hereinafter referred to as “MOA”) is entered into by and between the Department of Transportation (hereinafter referred to as the “Transportation Department” or as “LADOT”) and the Department of Recreation and Parks (hereinafter referred to as “RAP”), for the use of the Watts Skate Park site for RAP to improve and maintain for recreational purposes during the term of this MOA as further described herein. LADOT and RAP may be referred to individually as a “PARTY” or collectively as the “PARTIES”.

RECITALS

WHEREAS, LADOT owns that certain real property located at 1855 East Imperial Highway, Los Angeles, CA 90059 (such property is further described herein and is hereinafter referred to as “PREMISES”); and

WHEREAS, the PARTIES recognize that the proposed uses of the PREMISES described as approximately 37,000 square feet of land, identified as Assessor Parcel Numbers (APNs) 6069-029-902 to 6069-029-917, shown as yellow-highlighted parcels in Exhibit A, would best serve the public at this time by providing recreational purposes and each of the PARTIES desire to enter into this MOA to effectuate such uses; and

WHEREAS, RAP has the ability and resources to improve and maintain the PREMISES for the recreational purposes set forth in the MOA.

NOW THEREFORE, the PARTIES hereby agree to the following terms and conditions for the use and maintenance of the PREMISES.

SECTION 1 – PURPOSE

The purpose of this MOA is to authorize use of PREMISES by RAP to improve and maintain PREMISES for recreational purposes as set forth in this MOA for the benefit of the public subject to the terms and conditions of this MOA.

Ownership of PREMISES (defined below) will remain with LADOT.

SECTION 2 – DESCRIPTION OF PREMISES

The PREMISES is described as approximately 37,000 square feet of land located at Imperial Highway just west of Wilmington Avenue and identified by the County of Los Angeles as APNs 6069-029-902 to 6069-029-917.

The PREMISES is shown on Exhibit A (Premises Map) of this MOA.

SECTION 3 – TERM

The term of this MOA will commence on [insert date] and be effective for a period of fifty (50) years.

This MOA may be terminated by either LADOT or RAP for any reason by either PARTY providing a written notice of at least thirty (30) days prior to the date set forth in said notice for such termination.

SECTION 4 – ROLES AND RESPONSIBILITIES OF THE PARTIES

A. Department of Recreation and Parks

1. Use: RAP is authorized to use the PREMISES throughout the term of this MOA and subject to this MOA for passive and active recreational purposes as set forth in this MOA and as may be further approved by LADOT.
2. Maintenance: In connection with its use of the PREMISES, RAP will maintain the PREMISES at no cost to LADOT throughout the term of this MOA. This includes, but is not limited, to ensuring the PREMISES receives routine landscape maintenance, tree trimming and removal as-needed, trash removal and disposal, graffiti removal, and replacement of grass, plants, flowers, and trees as-needed to maintain an attractive and inviting atmosphere for passive and active recreational purposes.
3. Amenities and Equipment: RAP may install amenities (e.g., benches, picnic tables, drinking fountains, etc.) and equipment (e.g., skate park, outdoor gym equipment, etc.) for public use at no cost to LADOT. RAP will maintain and repair such amenities and equipment as-needed at no cost to LADOT. Upon the termination date of this MOA or written notice of sooner termination, RAP will remove such amenities and equipment from PREMISES and retain ownership of such amenities and equipment; provided, however, that RAP and LADOT may agree for such amenities and equipment to remain on the PREMISES. In the event such amenities and equipment remain on PREMISES upon termination of this MOA, LADOT would thereafter become responsible for ongoing maintenance and repair of such amenities and equipment.

RAP shall obtain the prior written approval of LADOT for any fixed structure (e.g., storage shed, pavilion, stage, etc.) proposed by RAP to be constructed on PREMISES. LADOT shall not unreasonably deny such written approval.

4. Improvements: RAP shall be responsible for constructing and installing any improvements to PREMISES for recreational purposes as authorized herein, and RAP shall incur all costs for providing such improvements to PREMISES.
5. Design and Construction: RAP shall include LADOT staff in PREMISES design and construction meetings if desired by LADOT.
6. Utilities: RAP shall be responsible for all utility costs related to PREMISES in connection with RAP's use of the PREMISES. Such costs include, but are not limited to, the installation, repair and maintenance of utility meters, utility lines, and irrigation system.
7. Security: RAP shall be responsible for all security related to PREMISES in connection with RAP's use of the PREMISES, which consists of the use of Park Rangers and/or the Los Angeles Police Department.
8. Emergencies: With respect to the PREMISES and RAP's use thereto, RAP shall be responsible for responding to emergencies and/or notifying the appropriate agencies to respond to emergencies (e.g., Los Angeles Police Department, Los Angeles Fire Department, etc.) and to perform any action necessary subsequent to such emergency.

B. Transportation Department

1. Design and Construction: LADOT will give RAP the right to develop and utilize the PREMISES for park purposes. LADOT will review and approve the PREMISES design, such approval to not be unreasonably withheld.
2. Pre-existing Conditions: LADOT shall remain primarily responsible and liable for any matters, claims or liabilities related to any condition or issue unrelated to or existing prior to RAP's use of the PREMISES as contemplated under this MOA.

SECTION 5 – REPRESENTATIVES OF THE PARTIES

A. Los Angeles Department of Transportation
Seleta J. Reynolds, General Manager
100 South Main Street, 10th Floor
Los Angeles, CA 90012

Telephone: (213) 972-8480

LADOT shall provide RAP with written notice of any name or address change within thirty (30) calendar days of the occurrence of said name or address change.

B. Department of Recreation and Parks
Michael A. Shull, General Manager
221 North Figueroa Street, 1st Floor
Los Angeles, CA 90012

Telephone: (213) 202-2633

RAP shall provide LADOT with written notice of any name or address change within thirty (30) calendar days of the occurrence of said name or address change.

C. PARTIES reserve the right to appoint an Assistant General Manager level employee to act as a representative in the absence of the above stated representatives.

SECTION 6 – RESOLUTION OF DISPUTES

Should any dispute arise involving the terms and conditions of this MOA, PARTIES agree to meet in good faith within five (5) business days to resolve such dispute. PARTIES commit to dedicate the necessary time and personnel to promptly address and resolve any and all disputes while ensuring effective and efficient service is provided to the public.

SECTION 7 – FINANCIAL RESPONSIBILITY AND INSURANCE

It is hereby understood that RAP is self-insured concerning any claims that may arise as a result of its use of the PREMISES.

Except to the extent attributable to the active negligence or willful misconduct of LADOT, RAP undertakes and agrees to promptly pay, reimburse, cover, and/or otherwise be financially responsible to LADOT, any and all costs arising in any manner by reason of, or incidental to, the performance of this MOA on the part of RAP and/or their contractor or subcontractor of any tier (“Costs”). Such Costs shall include, without limitation, all costs of litigation, claims, losses, demands, expenses, damage or liability of any nature whatsoever (including for death or injury to any person, including RAP’s employees, contractors and agents), or damage or destruction of any property of either party hereto or of third parties.

This provision shall survive expiration or termination of this MOA.

SECTION 8 – ACCEPTANCE OF PREMISES

RAP has inspected the PREMISES and agrees that the PREMISES are suitable for the uses permitted herein. No officer or employee of CITY, RAP, or LADOT has made any

representation or warranty with respect to the PREMISES except as described in this MOA.

SECTION 9 – FORCE MAJEURE

Neither PARTY hereto shall be liable to the other for any failure, delay, or interruption in the performance of any of the terms, covenants or conditions of this MOA due to causes beyond the control of that PARTY including, without limitation, strikes, boycotts, labor disputes, embargoes, shortages of material, acts of God, landslides, acts of public enemies, acts of superior governmental authority, floods, fires, riots, rebellion, sabotage, or any other circumstance for which such PARTY is not responsible and which is not in its power to control.

SECTION 10 – INCORPORATION OF DOCUMENTS

This MOA and incorporated documents represent the entire integrated agreement between PARTIES and supersedes all prior written or oral representations, discussions, and agreements. This MOA may not be changed or modified in any manner except by formal, written amendment fully executed by both PARTIES. The following Exhibit is attached and made part of this MOA by reference:

Exhibit A - Watts Skate Park Premises Map

(Signature Page to Follow)

IN WITNESS WHEREOF, the Transportation Department and the Department of Recreation and Parks have caused this Memorandum of Agreement (MOA) to be executed by their duly authorized representatives and have executed this MOA.

LOS ANGELES DEPARTMENT OF TRANSPORTATION

SELETA J. REYNOLDS, General Manager

DATE

DEPARTMENT OF RECREATION AND PARKS

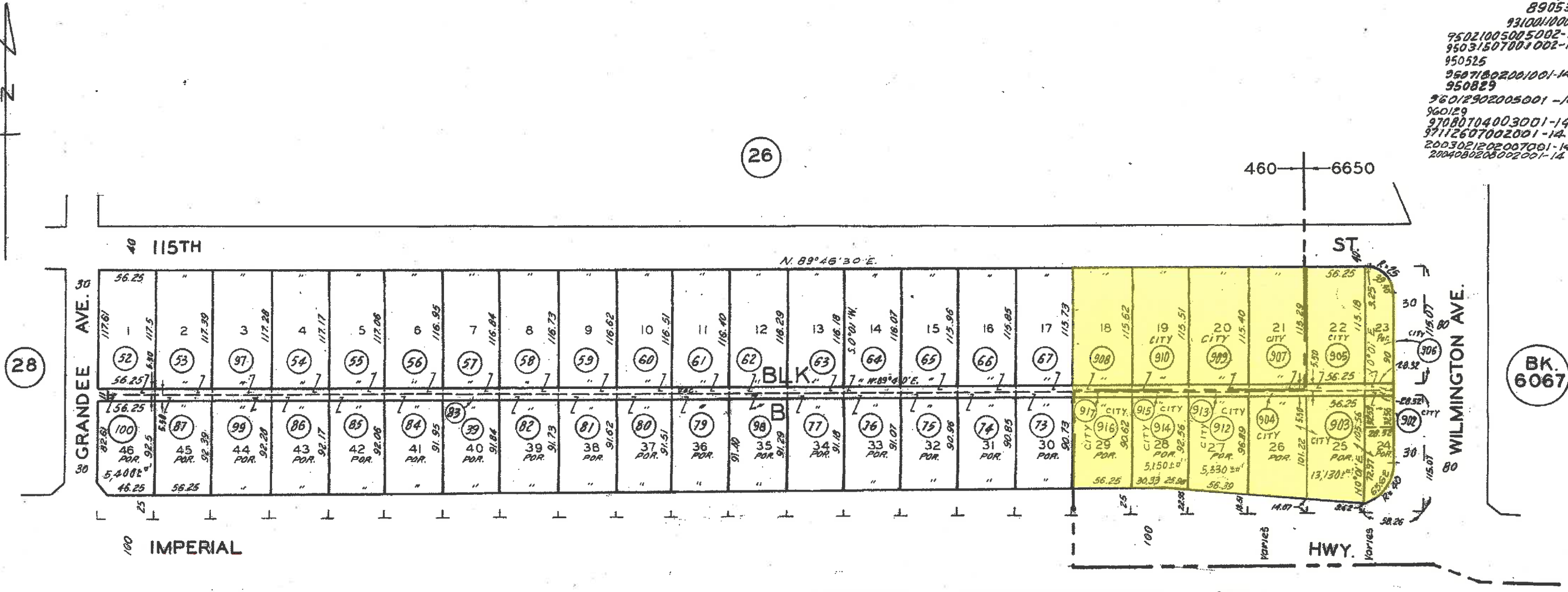
MICHAEL A. SHULL, General Manager

DATE

2005

SCALE 1" = 100'

- 700619215
- 820511303
- 860321208-86
- 860630002-87
- 86117803-87
- 88032804007003
- 89053004001089
- 9310010004001-14
- 95021005005002-14
- 95031507001002-14
- 950525
- 95071802001001-14
- 950829
- 96012902005001-14
- 960129
- 97080104003001-14
- 97112607002001-14
- 2003021202007001-14
- 2004080208002001-14



28

26

BK. 6067

BK. 6149

CODE
460
6650

FOR PREV. ASSM'T SEE:
551-15

DUNBAR PARK M.B. 26 - 59

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.