APPROVED
DEC16 2021
BOARD OF RECREATION AND PARK COMMISSIONERS

BOARD REPORT **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		C. Santo Domingo	DF
J. Kim		N. Williams	

M. Oliver
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Approved X Disapproved _____ Withdrawn _____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;

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 l 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 where 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

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

($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.

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

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

ATTACHMENT A

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.

DIGALERT
Call
8-1-1
TWO
WORKING DAYS
BEFORE YOU
DIG
Underground Service Alert
of Southern California

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

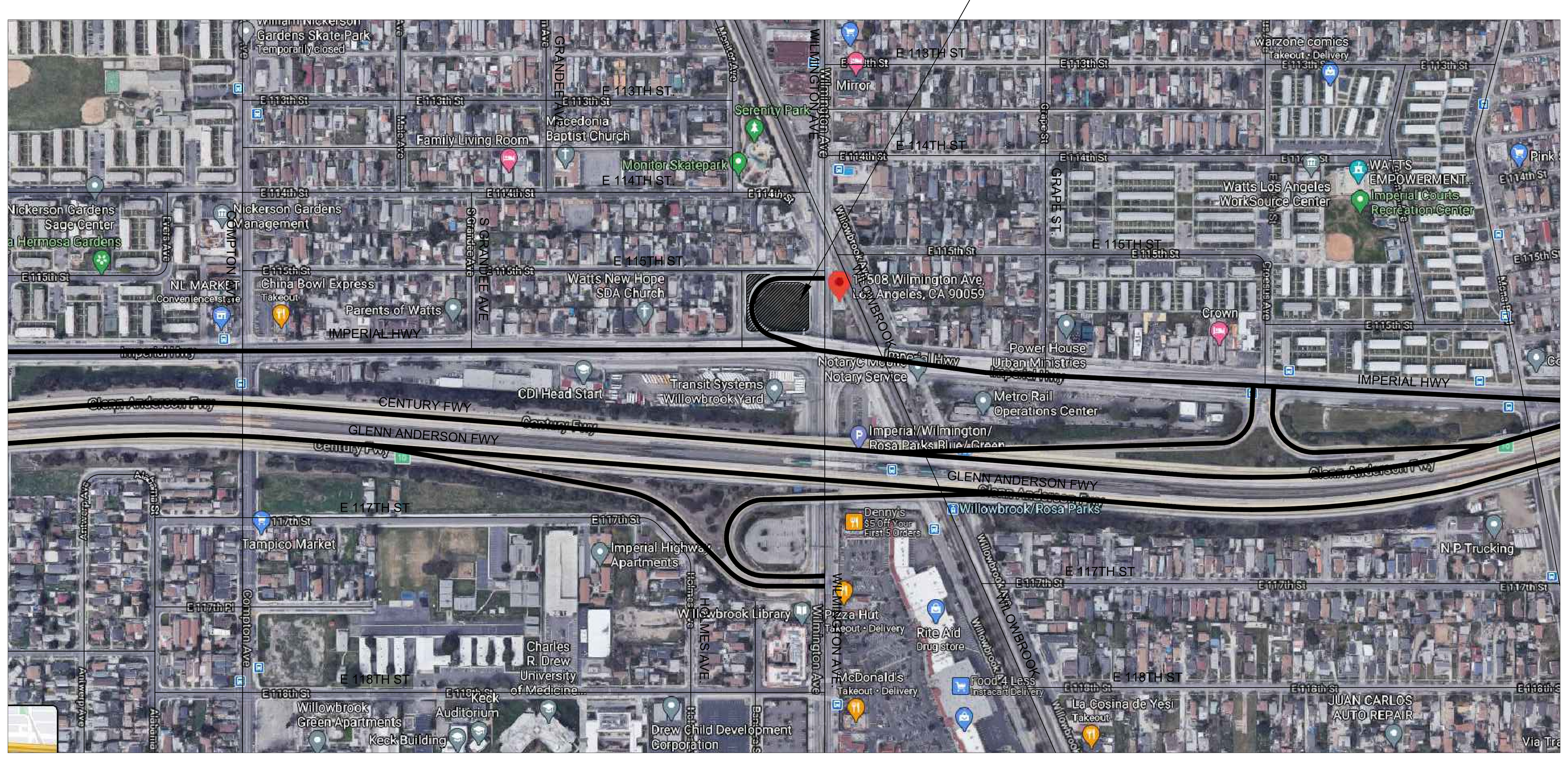
INDEX OF SHEETS

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.

SITE



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

THE SKATEPARK PROJECT™

No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
TITLE SHEET

SHEET NUMBER
TS-1.0

SITE LEGAL DESCRIPTION:

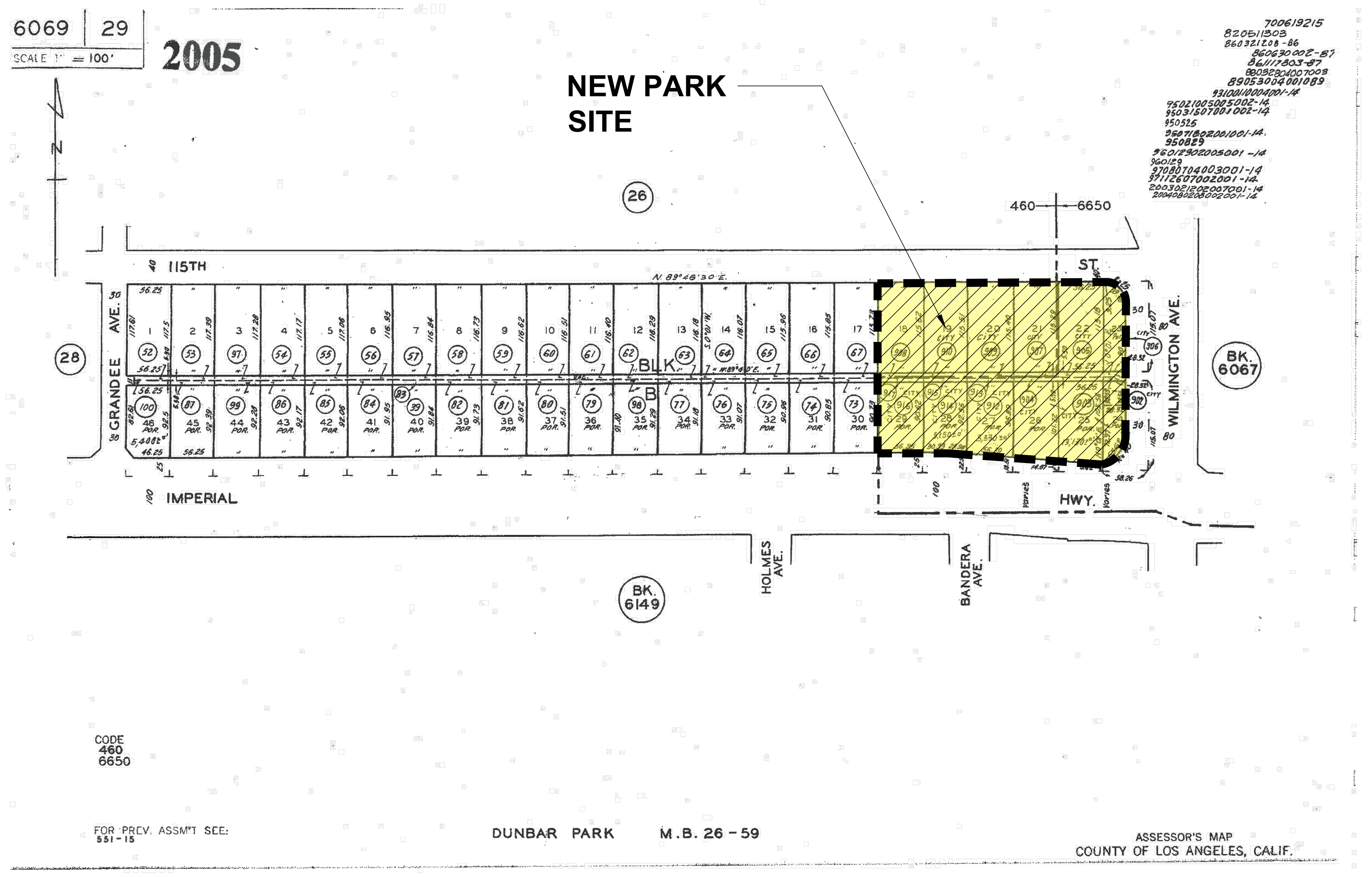
ASSESSOR PARCEL NO.: 6069029903

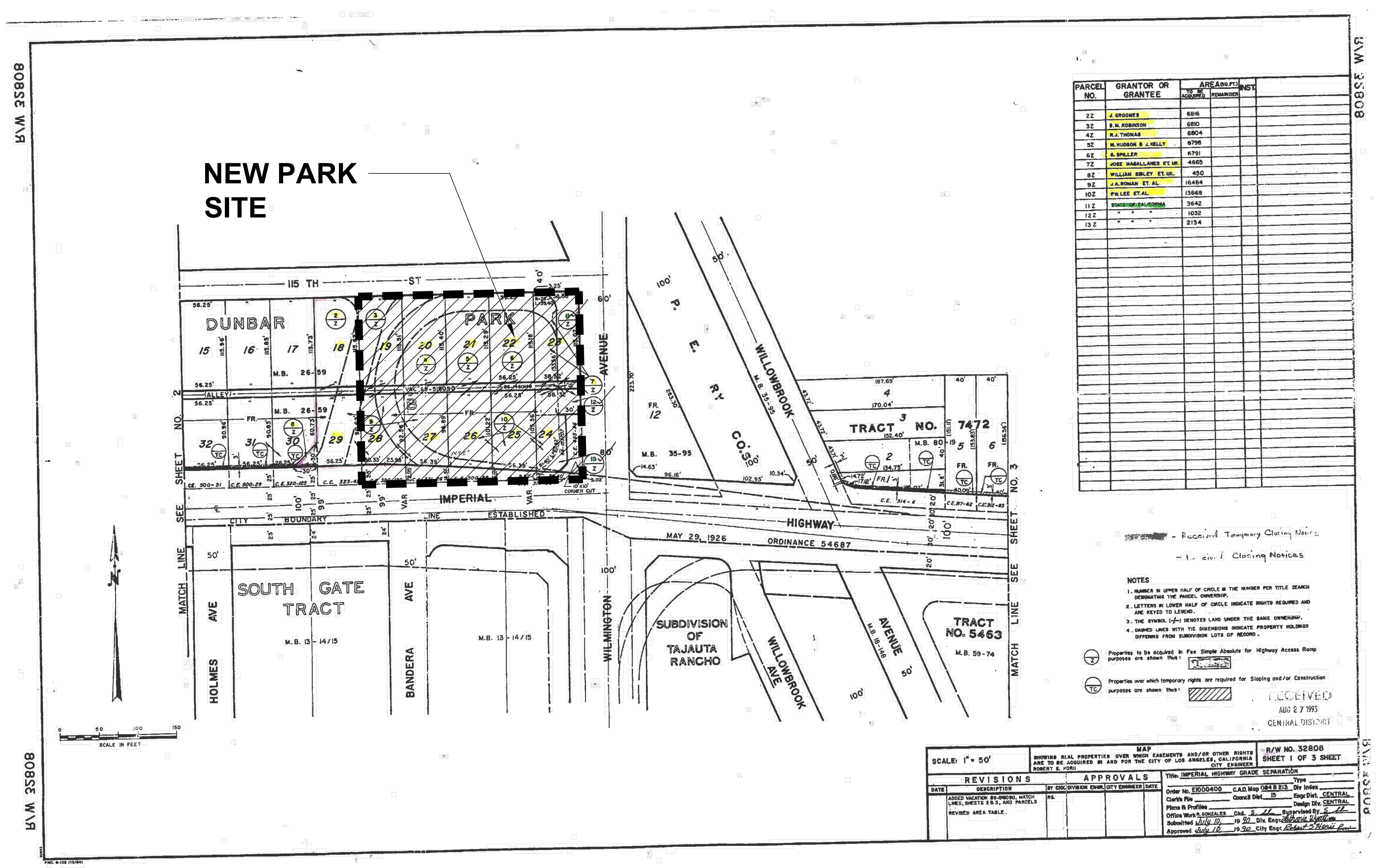
TRACT: DUNBAR PARK

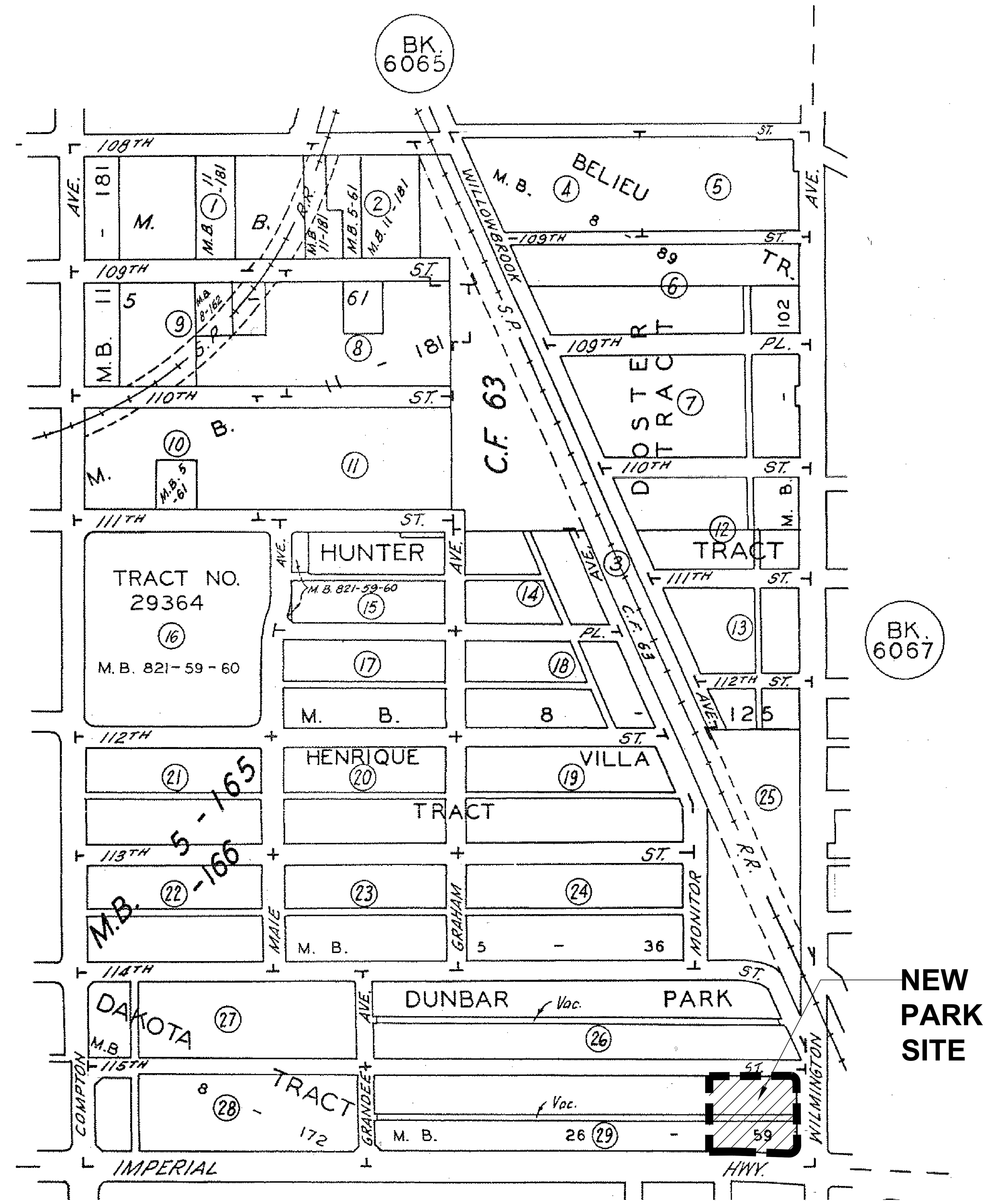
MAP REFERENCE: M B 26-59

LOT: 19-28

PLND: 084B213-(45-49 & 84-88)







THE SKATEPARK PROJECT™

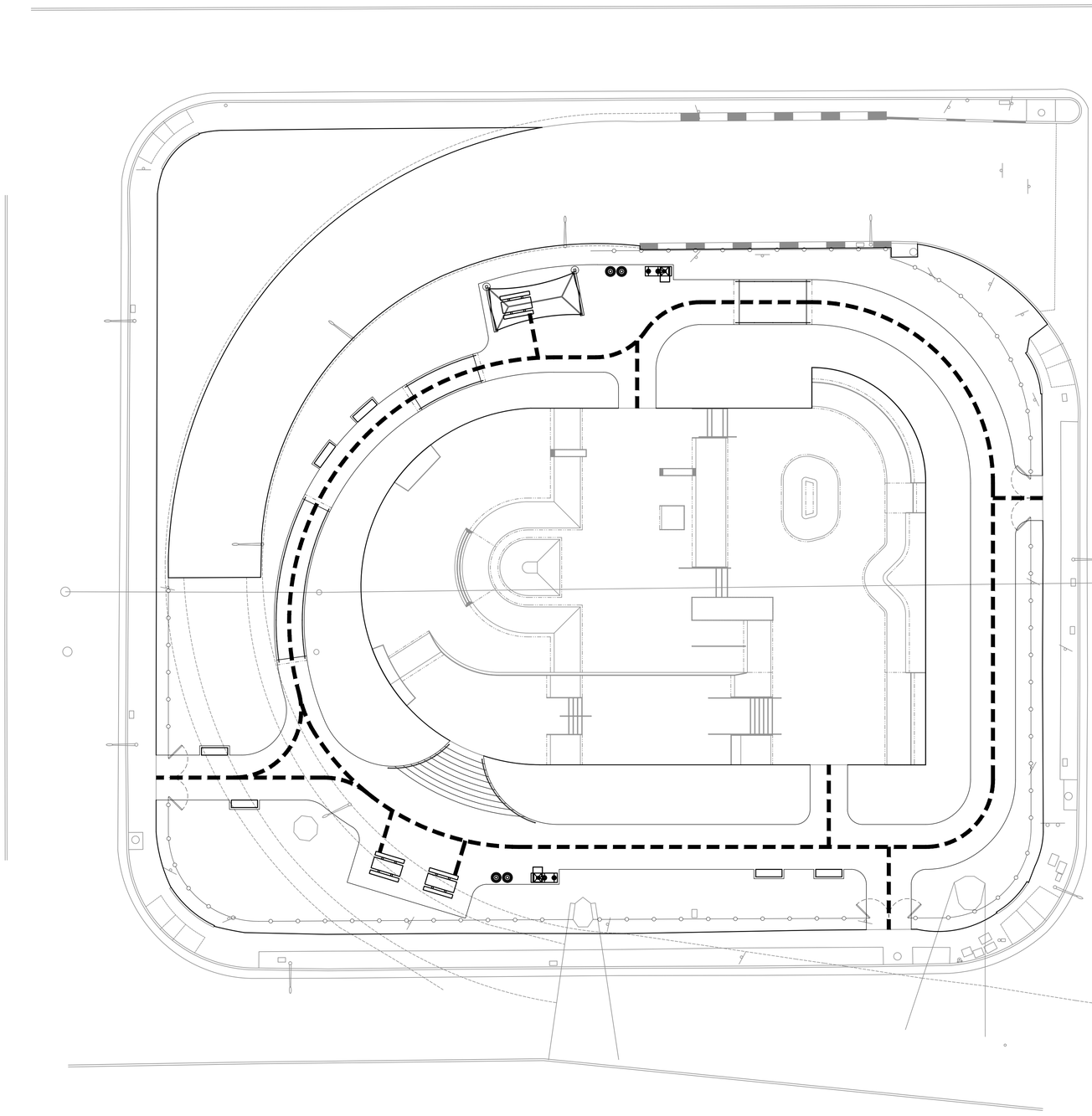
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
PARCEL MAPS

SHEET NUMBER

TS-2.0



LEGEND

SYMBOL	DESCRIPTION
- - - -	ACCESSIBLE PATH OF TRAVEL

NOTE:

1. 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.

2. 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"

16'-0" 0'-0" 16'-0" 32'-0"

SCALE: 1" = 16'-0"

THE SKATEPARK PROJECT™

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 __________

Email ____________________

NOTE: Code references are to the 2014 edition of the City of Los Angeles Building Code with July 1, 2015 Supplement

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. In the left-hand margin of the circled corrections, please indicate the sheet number and detail or note number on the plans where the corrections are made. Once all the identified corrections and additional corrections have been addressed, **contact the disabled access plan check reviewer to schedule a verification appointment** to demonstrate compliance with all the corrections.

The State of California delegates to the local jurisdiction the authority to ensure compliance with Title 24, Part 2 of the California Code of Regulations. This correction list indicates specific areas of Title 24, Part 2 which are applicable to your project. Please be aware that the owner(s) of this building and his/her consultants are responsible for compliance with the most current Federal Regulations contained in the Americans with Disabilities Act (ADA) and Fair Housing Act (FHA). Where the ADA & FHA requirements exceed those contained in Title 24, Part 2, it is the owners responsibility and consultants to ensure compliance with the most current ADA & FHA regulations, as the County/City is not delegated the authority to plan review or inspect projects for ADA & FHA compliance.

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.
□ Check list No. 6 – Transient Lodging
□ Check list No. 7 – MISC Facilities
□ Check list No. 8 – Recreation Facilities
□ Check list No. 9 – Public Housing

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

□ P/BC 2014-084 – Details for Parking
□ P/BC 2014-085 – Details for Ramps, Stairs & Elevators
□ P/BC 2014-086 – Details for Doors, Maneuvering Spaces & Routes
□ P/BC 2014-087 – Details for Restrooms and Drinking Fountains
□ P/BC 2014-088 – Details for Tubs and Showers
□ P/BC 2014-089 – Details for Obstructions, Reach Ranges, Card Readers & Telephones
□ P/BC 2014-090 – Details for Curbs, Blended Transitions, Islands & Detectable Warnings
□ P/BC 2014-091 – Details for Signs

A. APPLICATION AND ADMINISTRATION

1. When alterations or additions are made to existing buildings or facilities, an accessible path of travel to the specific area of alteration or addition shall be provided unless otherwise exempt. **§11B-202.4**
2. Primary accessible path of travel shall include a primary entrance to the building or facility; toilet and bathing facilities serving the area; drinking fountains serving the area; public telephones serving the area, and signs. **§11B-202.4**
3. When the adjusted construction cost is less than or equal to the current valuation threshold $150,244.00, the cost of compliance with the primary accessible path of travel requirements is limited to 20 percent of the adjusted construction cost of alterations, structural repairs or additions presently planned and those during the preceding three-year period. **§11B-202.4**
4. Adjusted construction cost of alterations, structural repairs or additions does not include the cost of alterations to path of travel elements. **§11B-202.4**

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 unisex 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**
6. Alterations to a qualified historic building or facility shall comply with Chapter 11B unless it will threaten or destroy the historical significance or character-defining features of the building or property. In those cases, alternative provisions shall be applied on an item-by-item or case-by-case basis with sufficient written documentation. **§11B-202.5, SHBC 8-602**
7. **NOTE ON PLAN:** Public accommodations shall maintain in operable working condition those features of facilities and equipment that are required to be accessible to and useable by persons with disabilities. Isolated or temporary interruptions in service or accessibility due to maintenance or repairs shall be permitted. **§11B-108**

B. BUILDING BLOCKS

FLOOR OR GROUND SURFACES

1. Floor and ground surfaces shall be stable, firm, and slip resistant. **§11B-302.1**
2. Carpet or carpet tile shall be securely attached and shall have a firm cushion, pad, or backing or no cushion or pad. Carpet or carpet tile shall have a level loop, textured loop, level cut pile, or level cut/uncut pile texture. Pile height shall be ½ inch maximum. **§11B-302.2, Figure 11B-302.2**

CHANGES IN LEVEL

3. Vertical changes in level for floor or ground surfaces may be ¼ inch high maximum and without edge treatment. **Changes in level greater than ¼ inch and not exceeding ½ inch in height shall be beveled with a slope not steeper than 1:2. §11B-303, Figures 11B-303.2 & 11B-303.3**
4. Changes in level greater than ½ inch in height shall be ramped and shall comply with the requirements of 11B-405 Ramps or 11B-406 Curb Ramps as applicable. **§11B-303**
5. Abrupt changes in level exceeding 4 inches in a vertical dimension between walks, sidewalks or other pedestrian ways and adjacent surfaces or features shall be identified by warning curbs at least 6 inches in height above the walk or sidewalk surface or by guards or handrails with a guide rail centered 2 inches minimum and 4 inches maximum above the surface of the walk or sidewalk. These requirements do not apply between a walk or sidewalk and an adjacent street or driveway. **§11B-303.5**

TURNING SPACE

6. Circular turning spaces shall be a space of 60 inches diameter minimum and may include knee and toe clearance complying with 11B-306 Knee and Toe Clearance. **§11B-304.3.1**
7. T-Shaped turning spaces shall be a T-shaped space within a 60 inch square minimum with arms and base 36 inches wide minimum. Each arm of the T shall be clear of obstructions 12 inches minimum in each direction and the base shall be clear of obstructions 24 inches minimum. **§11B-304.3.2, Figure 11B-304.3.2**

KNEE AND TOE CLEARANCE

8. For lavatories and built-in dining and work surfaces required to be accessible, toe clearance shall be provided that is 30 inches in width and 9 inches in height above the finish floor or ground for a depth of 19 inches minimum. **§11B-306.2.1**
9. Toe clearance shall extend 19 inches maximum under lavatories for toilet and bathing facilities and 25 inches maximum under other elements. **§11B-306.2.2**
10. At lavatories in toilet and bathing facilities, knee clearance shall be provided that is 30 inches in width for a depth of 11 inches at 9 inches above the finish floor or ground and for a depth of 8 inches at 27 inches above the finish floor or ground increasing to 29 inches high minimum above the finish floor or ground at the front edge of a counter with a built-in lavatory or at the front edge of a wall-mounted lavatory fixture. **§11B-306.3.3, Figure 11B-306.3(c)**
11. At dining and work surfaces required to be accessible, knee clearance shall be provided that is 30 inches in width at 27 inches above the finish floor or ground for a depth of at least 19 inches. **§11B-306.3**

PROTRUDING OBJECTS

12. Except for handrails, objects with leading edges more than 27 inches and less than 80 inches above the finish floor or ground shall protrude no more than 4 inches horizontally into the circulation path. Handrails may protrude 4½ inches maximum. **§11B-307.2, Figure 11B-307.2**
13. Freestanding objects mounted on posts or pylons shall overhang circulation paths no more than 12 inches when located from 27 to 80 inches above the finish floor or ground. **§11B-307.3, Figure 11B-307.3(a)**
14. Protruding objects shall not reduce the clear width required for accessible routes. **§11B-307.5**
15. Lowest edge of a sign or other obstruction, when mounted between posts or pylons separated with a clear distance greater than 12 inches, shall be less than 27 inches or more than 80 inches above the finish floor or ground. **§11B-307.3, Figure 11B-307.3(b)**

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**
17. Guardrails or other barriers with a leading edge located 27 inches maximum above the finish floor or ground shall be provided where the vertical clearance on circulation paths is less than 80 inches high. **§11B-307.4, Figure 11B-307.4**
18. Where a guy support is used within either the width of a circulation path or 24 inches maximum outside of a circulation path, a vertical guy brace, sidewalk guy or similar device shall be used to prevent a hazard or an overhead obstruction. **§11B-307.4.1, Figure 11B-307.4.1**

REACH RANGES

19. Electrical controls and switches intended to be used by the occupant of a room or area to control lighting and receptacle outlets, appliances or cooling, heating and ventilating equipment shall be located within allowable reach ranges. Low reach shall be measured to the bottom of the outlet box and high reach shall be measured to the top of the outlet box. **§11B-308.1.1**
20. Electrical receptacle outlets on branch circuits of 30 amperes or less and communication system receptacles shall be located within allowable reach ranges. Low reach shall be measured to the bottom of the outlet box and high reach shall be measured to the top of the outlet box. **§11B-308.1.2.**
21. High forward reach that is unobstructed shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground. **§11B-308.2.1, Figure 11B-308.2.1**
22. High forward reach shall be 48 inches maximum where the reach depth is 20 inches or less and 44 inches maximum where the reach depth exceeds 20 inches. High forward reach shall not exceed 25 inches in depth. **§11B-308.2.2, Figure 11B-308.2.2**
23. High side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor where the side reach is unobstructed or the depth of any obstruction does not exceed 10 inches. **§11B-308.3.1, Figure 11B-308.3.1**
24. High side reach shall be 46 inches maximum above the finish floor or ground where the high side reach is over an obstruction more than 10 inches but not more than 24 inches in depth. **§11B-308.3.2, Figure 11B-308.3.2**
25. Obstructions for high side reach shall not exceed 34 inches in height and 24 inches in depth. **§11B-308.3.2, Figure 11B-308.3.2**
26. Obstructed high side reach for the top of washing machines and clothes dryers shall be permitted to be 36 inches maximum above the finish floor. **§11B-308.3.2**
27. Obstructed high side reach for the operable parts of fuel dispensers shall be permitted to be 54 inches maximum measured from the surface of the vehicular way where fuel dispensers are installed on existing curbs. **§11B-308.3.2**

OPERABLE PARTS

28. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. Force required to activate operable parts shall be 5 pounds maximum. **§11B-309.4**

C. ACCESSIBLE ROUTES

GENERAL

1. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible. **§11B-206.2.1 (See exceptions)**
2. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site. **§11B-206.2.2 (See exception)**
3. At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities. **§11B-206.2.3 (See exceptions)**
4. In new construction of buildings where elevators are required by 11B-206.2.3 Multi-Story Buildings and Facilities, and which exceed 10,000 square feet on any floor, an accessible means of vertical access via ramp, elevator or lift shall be provided within 200 feet of travel of each stair and each escalator. **§11B-206.2.3.2**
5. In existing buildings that exceed 10,000 square feet on any floor and in which elevators are required by 11B-206.2.3 Multi-Story Buildings and Facilities, whenever a newly constructed means of vertical access is provided via stairs or an escalator, an accessible means of vertical access via ramp, elevator or lift shall be provided within 200 feet of travel of each new stair or escalator. **§11B-206.2.3.2**
6. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility, including mezzanines, which are otherwise connected by a circulation path. **§11B-206.2.4 (See exceptions 1 through 7)**
7. Accessible routes shall coincide with or be located in the same area as general circulation paths. Where circulation paths are interior, required accessible routes shall also be interior; An accessible route shall not pass through kitchens, storage rooms, restrooms, closets or other spaces used

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

EMPLOYEE WORKSTATIONS

8. Employee workstations shall be on an accessible route complying with Division 4. Spaces and elements within employee workstations shall only be required to comply with Sections 11B-207.1, 11B-215.3, 11B-302, 11B-303, and 11B-404.2.3. Common use circulation paths within employee workstations shall comply with Section 11B-206.2.8. **§11B-203.9**

DETECTABLE WARNINGS AND DETECTABLE DIRECTIONAL TEXTURE

9. Curb ramps shall have detectable warnings that extend 36 inches in the direction of travel for the full width of the ramp run less than 2 inches maximum on each side, excluding any flared sides. **§11B-247.1.2.2, §11B-705.1.2.2**
10. On perpendicular curb ramps, detectable warnings shall be located so the edge nearest the curb is 6 to 8 inches from the line at the face of the curb marking the transition between the curb and the gutter, street or highway. **§11B-247.1.2.2, §11B-705.1.2.2**
11. On parallel curb ramps, detectable warnings shall be placed on the turning space at the flush transition between the street and sidewalk. Detectable warnings shall extend the full width of the turning space at the flush transition between the street and the sidewalk less than 2 inches maximum on each side **§11B-247.1.2.2, §11B-705.1.2.2, Figure 11B-406.3.2**
12. Islands or cut-through medians 96 inches or longer in length in the direction of pedestrian travel shall have detectable warnings that are 36 inches minimum in depth extending the full width of the pedestrian path or cut-through less than 2 inches maximum on each side, placed at the edges of the pedestrian island or cut-through median, and separated by 24 inches minimum of walking surface without detectable warnings. **§11B-247.1.2.3, §11B-705.1.2.3**
13. Walks that cross or adjoin a route provided for vehicular traffic, such as in a street, driveway, or parking facility, shall be separated by detectable warnings, curbs, railings or other elements between the pedestrian areas and vehicular areas. **§202, §11B-247.1.2.5, §11B-705.1.2.5**
14. Detectable warnings provided to separate walks that cross or adjoin a route provided for vehicular traffic, such as in a street, driveway, or parking facility, shall be 36 inches in width and continuous at the boundary between the pedestrian areas and vehicular areas. **§202, §11B-247.1.2.5, §11B-705.1.2.5**
15. Provide detectable warning details showing compliance with the following:
    a. Detectable warning surfaces at **transit boarding platform edges, bus stops, hazardous vehicular areas, reflecting pools, and track crossings** shall comply with Section 11B-705.1.1.3.1. **§11B-705.1.1.3**
    b. Detectable warnings at other locations shall comply with either Section 11B-705.1.1.3.1 or Section 11B-705.1.1.3.2. The material used to provide visual contrast shall be an integral part of the surface. **§11B-705.1.1.3**
16. Detectable warning surfaces shall be yellow and approximate FS 33538 of Federal Standard 595C. **§11B-705.1.1.3.1**
17. Detectable warning surfaces shall provide a 70 percent minimum visual contrast with adjacent walking surfaces. Contrast in percent shall be determined by:

    Contrast percent = [(B1-B2)/B1] x 100 where

    B1 = light reflectance value (LRV) of the lighter area and

    B2 = light reflectance value (LRV) of the darker area

    §11B-705.1.1.3.2 (See exception)

ENTRANCES

18. Entrances shall be provided in accordance with 11B-206.4 Entrances. Entrance doors, doorways, and gates shall comply with 11B-404 Doors, Doorways, and Gates and shall be on an accessible route complying with 11B-402 Accessible Routes; (See exceptions). **§11B-206.4**
19. All entrances and exterior ground-floor exits to buildings and facilities shall comply with 11B-404 Doors, Doorways, and Gates. **§11B-206.4.1**
20. Where direct access is provided for pedestrians from a parking structure to a building or facility entrance, each direct access to the building or facility entrance shall comply with 11B-404 Doors, Doorways, and Gates. **§11B-206.4.2**
21. Direct connections to other facilities shall provide an accessible route complying with 11B-404 Doors, Doorways, and Gates from the point of connection to boarding platforms and all transportation system elements required to be accessible. Any elements provided to facilitate future direct connections shall be on an accessible route connecting boarding platforms and all transportation system elements required to be accessible. **§11B-206.4.4.2 (See exception)**

TECHNICAL REQUIREMENTS FOR ACCESSIBLE ROUTES

22. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20 (5%), doorways, ramps, curb ramps excluding the flared sides, elevators, and

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**
24. Except at turns or passing spaces, the clear width of walking surfaces shall be 36 inches minimum. **§11B-403.5.1**
25. The clear width for walking surfaces in corridors serving an occupant load of 10 or more shall be 44 inches minimum. **§11B-403.5.1 exception 2**
26. The clear width for sidewalks and walks shall be 48 inches minimum. **§11B-403.5.1 exception 3**
27. The clear width for aisles shall be 36 inches minimum if serving elements on only one side, and 44 inches minimum if serving elements on both sides. **§11B-403.5.1 exception 4**
28. The clear width for accessible routes to accessible toilet compartments shall be 44 inches except for door-opening widths and door swings. **§11B-403.5.1 exception 5**

DOORS, DOORWAYS, AND GATES

29. Doors, doorways, and gates providing user passage shall be provided in accordance with 11B-206.5 Doors, Doorways, and Gates. **§11B-206.5**
30. Doors, doorways and gates that are part of an accessible route shall comply with 11B-404 Doors, Doorways, and Gates. **§11B-404.1**
31. Revolving doors, revolving gates, and turnstiles shall not be part of an accessible route. **§11B-402.2.1**
32. At least one of the active leaves of doorways with two leaves shall comply with 11B-404.2.3 Clear Width and 11B-404.2.4 Maneuvering Clearances. **§11B-404.2.2**
33. Door openings shall provide a clear width of 32 inches minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches deep shall provide a clear opening of 36 inches minimum. There shall be no projections into the required clear opening width lower than 34 inches above the finish floor or ground. Projections into the clear opening width between 34 inches and 80 inches above the finish floor or ground shall not exceed 4 inches. **§11B-404.2.3**
34. Minimum maneuvering clearances at doors and gates shall comply with 11B-404.2.4 Maneuvering Clearances. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance. **§11B-404.2.4**
35. Swinging doors and gates shall have maneuvering clearances complying with Table 11B-404.2.4.1. **§11B-404.2.4.1**
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**
37. Maneuvering clearances for forward approach shall be provided when any obstruction within 18 inches of the latch side an interior doorway, or within 24 inches of the latch side of an exterior doorway, projects more than 8 inches beyond the face of the door, measured perpendicular to the face of the door or gate. **§11B-404.2.4.3**
38. Thresholds, if provided at doorways, shall be ½ inch high maximum. Raised thresholds and changes in level at doorways shall comply with 11B-302 Floor or Ground Surfaces and 11B-303 Changes in Level. **§11B-404.2.5.**
39. Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 11B-309.4 Operation. Operable parts of such hardware shall be 34 inches minimum and 44 inches maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides. **§11B-404.2.7**
40. The force for pushing or pulling open a door or gate other than fire doors shall be as follows: **§11B-404.2.9**
    a. Interior hinged doors and gates: 5 pounds maximum.
    b. Sliding or folding doors: 5 pounds maximum.
    c. Required fire doors: the minimum opening force allowable by the appropriate administrative authority, not to exceed 15 pounds.
    d. Exterior hinged doors: 5 pounds maximum.
41. Swinging door and gate surfaces within 10 inches of the finish floor or ground measured vertically shall have a smooth surface on the push side extending the full width of the door or gate. Parts creating horizontal or vertical joints in these surfaces shall be within 1/16 inch of the same plane as the other and be free of sharp or abrasive edges. Cavities created by added kick plates shall be capped. **§11B-404.2.10**

RAMPS

42. Provide ramp details, including slope, landings, and handrails.
43. Ramp runs shall have a running slope not steeper than 1:12 (8.33%). **§11B-405.2**
44. Cross slope of ramp runs shall not be steeper than 1:48 (2.083%). **§11B-405.3**
45. Floor or ground surfaces of ramp runs shall comply with 11B-302 Floor or Ground Surfaces. Changes in level other than the running slope and cross slope are not permitted on ramp runs. **§11B-405.4**
46. The clear width of a ramp run shall be 48 inches

minimum. **§11B-405.5**

47. The rise for any ramp run shall be 30 inches maximum. **§11B-405.6**
48. Ramps shall have landings at the top and the bottom of each ramp run. **§11B-405.7**
49. Landings shall comply with 11B-302 Floor or Ground Surfaces. Changes in level are not permitted. **§11B-405.7.1**
50. The landing clear width shall be at least as wide as the widest ramp run leading to the landing. **§11B-405.7.2**
51. Top landings shall be 60 inches wide minimum. **§11B-405.7.2.1**
52. The landing clear length shall be 60 inches long minimum. **§11B-405.7.3**
53. Bottom landings shall extend 72 inches minimum in the direction of ramp run. **§11B-405.7.3.1**
54. Ramps that change direction between runs at landings shall have a clear landing 60 inches minimum by 72 inches minimum in the direction of downward travel from the upper ramp run. **§11B-405.7.4**
55. Where doorways are located adjacent to a ramp landing, maneuvering clearances required by 11B-404.2.4 and 11B-404.3.2 shall be permitted to overlap the required landing area. Doors, when fully open, shall not reduce the required ramp landing width by more than 3 inches. Doors, in any position, shall not reduce the minimum dimension of the ramp landing to less than 42 inches. **§11B-405.7.5**
56. Ramp runs shall have compliant handrails per 11B-505 Handrails. **§11B-405.8**
57. Edge protection complying with 11B-405.9.2 Curb or Barrier shall be provided on each side of ramp runs and at each side of ramp landings. **§11B-405.9 (See exceptions)**
58. A curb, 2 inches high minimum, or barrier shall be provided that prevents the passage of a 4 inch diameter sphere, where any portion of the sphere is within 4 inches of the finish floor or ground surface. To prevent wheel entrapment, the curb or barrier shall provide a continuous and uninterrupted barrier along the length of the ramp. **§11B-405.9.2**
59. Landings subject to wet conditions shall be designed to prevent the accumulation of water. **§11B-405.10**

HANDRAILS

60. Handrails shall be provided on both sides of stairs and ramps. **§11B-505.2**
61. Handrails shall be continuous within the full length of each stair flight or ramp run. Inside handrails on switchback or dogleg stairs and ramps shall be continuous between flights or runs. **§11B-505.3**
62. Top of gripping surfaces of handrails shall be 34 inches minimum and 38 inches maximum vertically above walking surfaces, stair nosings, and ramp surfaces. Handrails shall be at a consistent height above walking surfaces, stair nosings, and ramp surfaces. **§11B-505.4**
63. Clearance between handrail gripping surfaces and adjacent surfaces shall be 1½ inches minimum. Handrails may be located in a recess if the recess is 3 inches maximum deep and 18 inches minimum clear above the top of the handrail. **§11B-505.5**
64. Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 1½ inches minimum below the bottom of the handrail-gripping surface. **§11B-505.6**
65. Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1¼ inches minimum and 2 inches maximum. **§11B-505.7.1**
66. Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 inches minimum and 6¼ inches maximum, and a cross-section dimension of 2¼ inches maximum. **§11B-505.7.2**
67. Handrail gripping surfaces shall extend beyond and in the same direction of stair flights and ramp runs in accordance with Section 11B-505.10 Handrail Extensions. **§11B-505.10**
68. In alterations, where the extension of the handrail in the direction of stair flight or ramp run would create a hazard, the extension of the handrail may be turned 90 degrees from the direction of stair flight or ramp run. **§11B-505.10 exception 3**
69. Ramp handrails shall extend horizontally above the landing for 12 inches minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run. **§11B-505.10.1**
70. At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight. **§11B-505.10.2**
71. At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance equal to one tread depth beyond the last riser nosing. The horizontal extension of a handrail shall be 12 inches long minimum and a height equal to that of the sloping portion of the handrail as measured above the stair nosings. Extension shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight. **§11B-505.10.3**

STAIRWAYS

72. A stair is defined as a change in elevation, consisting of one or more risers. **§11B-202**
73. All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 inches high minimum and 7 inches high maximum. Treads shall be 11 inches deep minimum. Curved stairways with winder treads are permitted at stairs which are not part of a required means of egress. (See exception) **§11B-504.2**
74. Open risers are not permitted. **§11B-504.3 (See exceptions)**
75. Interior stairs shall have the upper approach and lower tread marked by a stripe providing clear visual contrast. Exterior stairs shall have the upper approach and all treads marked by a stripe providing clear visual contrast.The stripe shall be a minimum of 2 inches wide to a maximum of 4 inches wide placed parallel to, and not more than 1 inch from, the nose of the step or upper approach. The stripe shall extend the full width of the step or upper approach and shall be of material that is at least as slip resistant as the other treads of the stair. A painted stripe shall be acceptable. Grooves shall not be used to satisfy this requirement. **§11B-504.4.1**
76. The radius of curvature at the leading edge of the tread shall be ½ inch maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1¼ inches maximum over the tread below. **§11B-504.5 (See exception for existing buildings)**
77. Stairs shall have handrails complying with Section 11B-505 Handrails. **§11B-504.6**
78. Stair treads and landings subject to wet conditions shall be designed to prevent the accumulation of water. **§11B-504.7**
79. Floor identification signs required by Chapter 10, Section 1022.9 complying with Sections 11B-703.1 Signs General, 11B-703.2 Raised Characters, 11B-703.3 Braille and 11B-703.5 Visual Characters shall be located at the landing of each floor level, placed adjacent to the door on the latch side, in all enclosed stairways in buildings two or more stories in height to identify the floor level. At the exit discharge level, the sign shall include a raised five pointed star located to the left of the identifying floor level. The outside diameter of the star shall be the same as the height of the raised characters. **§11B-504.8**

CURB RAMPS, BLENDED TRANSITIONS AND ISLANDS

80. Perpendicular ramp runs shall have a running slope not steeper than 1:12 (8.33%). **§11B-406.2.1**
81. For perpendicular ramps, where provided, curb ramp flares shall not be steeper than 1:10. **§11B-406.2, Figure 11B-406.2.2**
82. The running slope of the curb ramp segments shall be in-line with the direction of sidewalk travel. Ramp runs shall have a running slope not steeper than 1:12 (8.33%). **§11B-406.3.1, Figure 11B-406.3.2**
83. A turning space 48 inches minimum by 48 inches minimum shall be provided at the bottom of the curb ramp. The slope of the turning space in all directions shall be 1:48 maximum (2.083%). **§11B-406.3.2**
84. Blended transition ramps hall have a running slope not steeper than 1:20 (5%). **§11B-406.4.1**
85. Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides. **§11B-406.5.1**
86. The clear width of curb ramp runs (excluding any flared sides), blended transitions, and turning spaces shall be 48 inches minimum. **§11B-406.5.2**
87. Landings shall be provided at the tops of curb ramps and blended transitions (parallel curb ramps shall not be required to comply). The landing clear length shall be 48 inches minimum. The landing clear width shall be at least as wide as the curb ramp, excluding any flared sides, or the blended transition leading to the landing. The slope of the landing in all directions shall be 1:48 (2.083%) maximum. **§11B-406.5.3**
88. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush. **§11B-406.5.6**
89. The cross slope of curb ramps and blended transitions shall be 1:48 (2.083%) maximum. **§11B-406.5.7**
90. Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp shall not be steeper than 1:20 (5%). The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level. **§11B-406.5.8**
91. The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings. **§11B-406.5.9**
92. Curb ramps and blended transitions shall have detectable warnings complying with 11B-705 Detectable Warnings. **§11B-406.5.12**
93. Raised islands in crossings shall be cut through level with the street or have curb ramps at both sides. The clear width of the accessible route at islands shall be 60

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**

D. GENERAL SITE AND BUILDING ELEMENTS

PARKING SPACES

1. Where parking spaces are provided, accessible parking spaces shall be provided in number and kind required per Section 11B-208 Parking Spaces. **§11B-208.1**
2. Provide (___) accessible parking spaces as required by Table 11B-208.2. **§11B-208.2 (See exceptions)**
3. Provide accessible spaces for each parking facility (parking lots and parking structures). The number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not based on the total number of parking spaces provided in all of the parking facilities provided on site. **§11B-208**
4. Ten percent of patient and visitor parking spaces provided to serve hospital outpatient facilities, and free-standing buildings providing outpatient clinical services of a hospital, shall comply with Section 11B-502 Parking Spaces. **§11B-208.2.1**
5. Twenty percent of patient and visitor parking spaces provided to serve rehabilitation facilities specializing in treating conditions that affect mobility and outpatient physical therapy facilities shall comply with Section 11B-502 Parking Spaces. **§11B-208.2.2**
6. One in every six or fraction of six parking spaces required by Section 11B-208.2 Minimum Number, but not less than one, shall be served by an access aisle 96 inches wide minimum placed on the side opposite the driver's side when the vehicle is going forward into the parking space and shall be designated "van accessible". All such spaces may be grouped on one level of a parking structure. **§11B-208.2.4, 11B-502, Fig 11B-502, 11B-502.3, & 11B-502.3.3**
7. Accessible parking spaces complying with Section 11B-502 Parking Spaces serving a particular building or facility shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance (as near as practical to an accessible entrance). **§11B-208.3.1**
8. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces complying with Section 11B-502 Parking Spaces shall be dispersed and located closest to the accessible entrances. **§11B-208.3.1**
9. In parking facilities that do not serve a particular building or facility, accessible parking spaces complying with Section 11B-502 Parking Spaces shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. **§11B-208.3.1**
10. Dimension minimum 18-foot long car and van accessible parking space(s) and access aisle(s). **§11B-502.2, Figures 11B-502.2 and 11B-502.3**
11. Dimension minimum 9-foot width at accessible car parking space. **§11B-502.2, Fig. 11B-502.2 & Fig. 11B-502.3**
12. Dimension minimum 12-foot wide accessible van parking space with minimum 5-foot wide access aisle. Van parking spaces shall be permitted to be minimum 9 feet wide where access aisle is 8-foot wide minimum. **§11B-502.2, Figures 11B-502.2 and 11B-502.3**
13. Car and van stall access aisle shall be 5 foot wide minimum and shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle. **§11B-502.3, Figures 11B-502.2 and 11B-502.3**
14. Access aisles shall be marked with a blue painted borderline around their perimeter. The area within the blue borderlines shall be marked with hatched lines a maximum of 36 inches on center in a color contrasting with that of the aisle surface, preferably blue or white. The words "NO PARKING" shall be painted on the surface within each access aisle in white letters a minimum of 12 inches in height and located to be visible from the adjacent vehicular way. Access aisle markings may extend beyond the minimum required length. **§11B-502.3.3, Figure 11B-502.3.3**
15. Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for van parking spaces which shall have access aisles located on the passenger side of the parking spaces. **§11B-502.3.4**
16. Clearly show minimum vertical clearance of 8 feet 2 inches at accessible parking spaces and along at least one vehicle access route to such spaces from site entrances and exits. **§11B-502.5**
17. Parking space identification signs shall include the International Symbol of Accessibility complying with Section 11B-703.7.2.1 International Symbol of Accessibility. **§11B-502.6, Figure 11B-703.7.2.1**
18. Signs identifying van parking spaces shall contain additional language or an additional sign with the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign. **§11B-502.6**
19. Parking identification signs shall be reflectorized with a minimum area of 70 square inches. **§11B-502.6.1**
20. Additional language or an additional sign below the International Symbol of Accessibility shall state "Minimum Fine $250." **§11B-502.6.2**

THE SKATEPARK PROJECT™

ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

No.:

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
PLAN CHECK NOTES

SHEET NUMBER
A-1.1

21. A parking space identification sign shall be visible from each parking space. Signs shall be permanently posted either immediately adjacent to the parking space or within the projected parking space width at the head end of the parking space. Signs may also be permanently posted on a wall at the interior end of the parking space. **§11B-502.6.3**

22. Each accessible car and van space shall have surface identification complying with either of the following schemes: **§11B-502.6.4**

    a. The parking space shall be marked with an International Symbol of Accessibility complying with Section 11B-703.7.2.1 International Symbol of Accessibility in white on a blue background a minimum 36 inches wide by 36 inches high. The centerline of the International Symbol of Accessibility shall be a maximum of 6 inches from the centerline of the parking space, its sides parallel to the length of the parking space and its lower corner at, or lower side aligned with, the end of the parking space length. **§11B-502.6.4.1**

    b. The parking space shall be outlined or painted blue and shall be marked with an International Symbol of Accessibility complying with Section 11B-703.7.2.1 International Symbol of Accessibility a minimum 36 inches wide by 36 inches high in white or a suitable contrasting color. The centerline of the International Symbol of Accessibility shall be a maximum of 6 inches from the centerline of the parking space, its sides parallel to the length of the parking space and its lower corner at, or lower side aligned with, the end of the parking space. **§11B-502.6.4.2**

23. An additional sign shall be posted either; 1) in a conspicuous place at each entrance to an off-street parking facility or 2) immediately adjacent to on-site accessible parking and visible from each parking space. **§11B-502.8**

    a. The additional sign shall not be less than 17 inches wide by 22 inches high. **§11B-502.8.1**

    b. The additional sign shall clearly state in letters with a minimum height of 1 inch the following: **§11B-502.8.2**

       "Unauthorized vehicles parked in designated accessible spaces not displaying distinguishing placards or special license plates issued for persons with disabilities will be towed away at the owner's expense. Towed vehicles may be reclaimed at: _____ or by telephoning _____."

       Blank spaces shall be filled in with appropriate information as a permanent part of the sign.

24. Signs intended for use by pedestrians within parking facilities, including directional or informational signs indicating parking sections or levels, shall comply with the requirements of Section 11B-216. **§11B-216.5.2**

RELATIONSHIP TO ACCESSIBLE ROUTES

25. Parking spaces and access aisles shall be designed so that persons using them are not required to travel behind parking spaces other than to pass behind the parking space in which they parked. **§11B-502.7.1**

26. A curb or wheel stop shall be provided if required to prevent encroachment of vehicles over the required clear width of adjacent accessible routes. **§11B-502.7.2**

PASSENGER LOADING ZONES, DROP-OFF ZONES, AND BUS STOPS

27. Parking facilities that provide valet parking services shall provide at least one passenger loading zone complying with Section 11B-503 Passenger Drop-off and Loading Zones. The parking requirements of Section 11B-208.1 Parking Spaces General apply to facilities with valet parking. **§11B-209.4**

28. Mechanical access parking garages shall provide at least one passenger-loading zone complying with Section 11B-503 Passenger Drop-off and Loading Zones at vehicle drop-off and vehicle pick-up areas. **§11B-209.5**

29. Passenger drop-off and loading zones shall provide a vehicular pull-up space 96 inches wide minimum and 20 feet long minimum. **§11B-503.2**

30. Passenger drop-off and loading zones shall provide access aisles complying with the following adjacent and parallel to the vehicle pull-up space. Access aisles shall adjoin an accessible route and shall not overlap the vehicular way. **§11B-503.3**

    a. Access aisles serving vehicle pull-up spaces shall be 60 inches wide minimum. **§11B-503.3.1**

    b. Access aisles shall extend the full length of the vehicle pull-up spaces they serve. **§11B-503.3.2**

    c. Access aisles shall be marked with a painted borderline around their perimeter. The area within the borderlines shall be marked with hatched lines a maximum of 36 inches on center in a color contrasting with that of the aisle surface **§11B-503.3.3**

31. Vehicle pull-up spaces and access aisles serving them shall comply with Section 11B-302 Floor or Ground Surfaces. Access aisles shall be at the same level as the vehicle pull-up space they serve. Changes in level are not permitted. **§11B-503.4**

32. Vehicle pull-up spaces, access aisles serving them, and a vehicular route from an entrance to the passenger loading zone to a vehicular exit shall provide a vertical clearance of 114 inches minimum. **§11B-503.5**

33. Each passenger-loading zone designated for persons with disabilities shall be identified with a reflectorized sign complying with Section 11B-703.5 Visual Characters. It shall be permanently posted immediately adjacent to and visible from the passenger-loading zone stating "Passenger Loading Zone Only" and including the International Symbol of Accessibility (ISA) complying with Section 11B-703.7.2.1 ISA. **§11B-503.6**

E. PLUMBING FIXTURES AND FACILITIES

DRINKING FOUNTAINS

1. No fewer than two drinking fountains shall be provided. When provided, one drinking fountain shall comply with 11B-602.1 through 11B-602.6, 11B-602.8 and 11B-602.9 and one drinking fountain shall comply with 11B-602.7 and 11B-602.9. **§11B-211.2 (See exception)**

2. Where more than the minimum number of drinking fountains specified in 11B-211.2 are provided, 50 percent of the total number of drinking fountains provided shall comply with 11B-602.1 through 11B-602.6, 11B-602.6, 11B-602.8 and 11B-602.9 and 50 percent of the total number of drinking fountains provided shall comply with 11B-602.7 and 11B-602.9. **§11B-211.3 (See exception)**

3. Drinking fountains shall comply with Sections 11B-307 Protruding Objects and 11B-602 General Requirements. **§11B-602.1**

4. Units shall have a clear floor or ground space complying with Section 11B-305 Clear Floor or Ground Space positioned for a forward approach and centered on the unit. Knee and toe clearance complying with Section 11B-306 Knee and Toe Clearance shall be provided. **§11B-602.2**

5. Where drinking fountains are used by children, a parallel approach complying with Section 11B-305 Clear Floor or Ground Surfaces shall be permitted at units where the spout is 30 inches maximum above the finish floor or ground and is 3½" maximum from the front edge of the unit, including bumpers. **§11B-602.2 (See exception)**

6. Spout outlets shall be 36 inches maximum above the finish floor or ground. **§11B-602.4**

7. The spout shall be located 15 inches minimum from the vertical support and 5 inches maximum from the front edge of the unit, including bumpers. **§11B-602.5**

8. The spout shall provide a flow of water 4inches high minimum and shall be located 5 inches maximum from the front of the unit. The angle of the water stream shall be measured horizontally relative to the front face of the unit. Where spouts are located less than 3 inches from the front of the unit, the angle of the water stream shall be 30 degrees maximum. Where spouts are located between 3 inches and 5 inches maximum from the front of the unit, the angle of the water stream shall be 15 degrees maximum. **§11B-602.6**

9. Spout outlets of drinking fountains for standing persons shall be 38 inches minimum and 43 inches maximum above the finish floor or ground. **§11B-602.7**

10. Wall and post-mounted cantilevered drinking fountains shall be 18 inches minimum and 19 inches maximum in depth. **§11B-602.8**

11. All drinking fountains shall either be located completely within alcoves, positioned completely between wing walls, or otherwise positioned so as not to encroach into pedestrian ways. The protected area within such a drinking fountain is located shall be 32 inches wide minimum and 18 inches deep minimum, and shall comply with Section 11B-305.7 Maneuvering Clearance. When used, wing walls or barriers shall protect horizontally at least as far as the drinking fountain and to within 6 inches vertically from the floor or ground surface. **§11B-602.9**

TOILET AND BATHING ROOM CLEARANCES

12. Where toilet facilities and bathing facilities are provided, they shall comply with 11B-213 Toilet Facilities and Bathing Facilities. Where toilet facilities and bathing facilities are provided in facilities permitted by 11B-206.2.3 Multi-Story Buildings and Facilities Exceptions 1 and 2 not to connect stories by an accessible route, toilet facilities and bathing facilities shall be provided on a story connected by an accessible route to an accessible entrance. **§11B-213.1**

13. Where separate toilet facilities are provided for the exclusive use of separate user groups, the toilet facilities serving each user group shall comply with 11B-213 Toilet Facilities and Bathing Facilities. **§11B-213.1.1**

14. Where toilet rooms are provided, each toilet room shall comply with 11B-603 Toilet and Bathing Rooms. Where bathing rooms are provided, each bathing room shall comply with 11B-603 Toilet and Bathing Rooms. **§11B-213.2 (See exception)**

15. Unisex toilet rooms shall contain not more than one lavatory, and not more than two water closets without urinals or one water closet and one urinal. Unisex bathing rooms shall contain one shower or one shower and one bathtub, one lavatory, and one water closet. Doors to unisex toilet rooms and unisex bathing rooms shall have privacy latches. **§11B-213.2.1**

16. Door shall not swing into the clear floor space or clearance required for any fixture. Other than the door to the accessible water closet compartment, a door in any position may encroach into the turning space by 12 inches maximum. **§11B-603.2.3**

17. At single user toilet or bathing rooms, doors shall be permitted to swing into the clear floor space or clearance required for any fixture only if a 30 inch by 48-inch minimum clear floor space is provided within the room beyond the arc of the door swing. **§11B-603.2.3 (See exception)**

18. Mirrors located above the lavatories or countertops shall be installed within the bottom edge of the reflecting surface 40 inches maximum above the finish floor or ground. Mirrors not located above the lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground. **§11B-603.3**

19. Coat hooks shall be located within one of the reach ranges specified in Section 11B-308. Shelves shall be located 40 inches minimum and 48 inches maximum above the finish floor. Medicine cabinets shall be located with a usable shelf no higher than 44 inches maximum above the finish floor. **§11B-603.4**

20. Where towel or sanitary napkin dispensers, waste receptacles, or other accessories are provided in toilet facilities, at least one of each type shall be located on an accessible route. All operable parts, including coin slots, shall be 40 inches maximum above the finish floor. Baby changing stations are not required to comply with Section 11B-603.5 (See exception) **§11B-603.5**

21. Bathtubs shall comply with section **11B-607** including the requirements for clearances, grab bars, seats, controls, shower spray unit and water and bathtub enclosures.

22. Shower compartments shall comply with section **11B-608** including the requirements for clearances, grab bars, seats, controls, shower spray unit and water, thresholds, shower enclosures, shower floor or ground surface and soap dish.

WATER CLOSETS AND TOILET COMPARTMENTS

23. Where toilet compartments are provided, at least 5 percent but no fewer than one toilet compartment shall comply with Section 11B-604.8.1. In addition to the compartments required to comply with 11B-604.8.1, where six or more toilet compartments are provided, or where the combination of urinals and water closets totals six or more fixtures, toilet compartments complying with Section 11B-604.8.2 shall be provided in the same quantity as the toilet compartments required to comply with Section 11B-604.8.1 **§11B-213.3.1**

24. Where water closets are provided, at least 5 percent but no fewer than one shall comply with Section 11B-604. **§11B-213.3.2**

25. The water closet shall be positioned with a wall or partition to the rear and to one side. The centerline of the water closet shall be 17 inches minimum and 19 inches maximum from the side wall or partition, except that the water closet shall be 17 inches minimum and 19 inches maximum from the side wall or partition in the ambulatory accessible toilet compartment specified in Section 11B-604.8.2 Ambulatory Accessible Compartments. Water closets shall be arranged for a left-hand or right-hand approach. **§11B-604.2**

26. Clearance around a water closet shall be 60 inches minimum measured perpendicular from the sidewall and 56 inches minimum measured perpendicular from the rear wall. A minimum 60 inches wide and 48 inches deep maneuvering space shall be provided in front of the water closet. **§11B-604.3.1**

27. The seat height of a water closet above the finish floor shall be 17 inches minimum and 19 inches maximum measured to the top of the seat. Seats shall not be sprung the return to a lifted position. Seats shall be 2 inches high maximum and a 3-inch high seat shall be permitted only in alterations where the existing fixture is less than 15 inches high. **§11B-604.4 (See exception for Residential Units)**

28. The sidewall grab bars shall be 42 inches long minimum, located 12 inches maximum from the rear wall and extending 54 inches minimum from the rear wall with the front end positioned 54 inches minimum in front of the water closet. **§11B-604.5.1**

29. The rear grab bar shall be 36 inches long minimum and extend from the centerline of the water closet 12 inches minimum on one side and 24 inches minimum on the other side. **§11B-604.5.2 (See exception)**

30. Flush controls shall be hand operated or automatic. Hand operated flush controls shall comply with Section 11B-309.4 Operation except they shall be located 44 inches maximum above the floor. Flush controls shall be located on the open side of the water closet except in ambulatory accessible compartments complying with Section 11B-604.8.2 Ambulatory Accessible Compartments. **§11B-604.6**

31. Toilet paper dispensers shall comply with Section 11B-309.4 Operation and shall be 7 inches minimum and 9 inches maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be below the grab bar, 19 inches minimum above the finish floor and shall not be located behind the grab bars. Dispensers shall not be of a type that control delivery or that does not allow continuous paper flow. **§11B-604.7**

32. Wheelchair accessible toilet compartments shall meet the requirements of Sections 11B-604.8.1 Wheelchair Accessible Compartments and 11B-604.8.3 Coat Hooks and Shelves. Compartments containing more than one plumbing fixture shall comply with Section 11B-603 Toilet and Bathing Rooms. Ambulatory accessible compartments shall comply with Sections 11B-604.8.2 Ambulatory Accessible Compartments and 11B-604.8.3 Coat Hooks and Shelves. **§11B-604.8**

33. In a wheelchair accessible compartment with an in-swing door, a minimum 60 inches wide by 36 inches deep maneuvering space shall be provided in front of the clearance required in Section 11B-604.8.1.1 Wheelchair Accessible Compartment Size. **§11B-604.8.1.1.1, Figures 11B-604.8.1.1.2(b) and 11B-604.8.1.1.3(b)**

Accessibility complying with 11B-703.7.2.1 ISA. **§11B-216.8**

49. Pictograms shall comply with the following:

    a. Pictograms shall have a field height of 6 inches minimum. Characters and Braille shall not be located in the pictogram field. **§11B-703.6.1**

    b. Pictograms and their field shall have a non-glare finish. Pictograms shall contrast with their field with either a light pictogram on a dark field or a dark pictogram on a light field. **§11B-703.6.2**

    c. Pictograms shall have text descriptors located directly below the pictogram field. Text descriptors shall comply with 11B-703.2 Raised Characters, 11B-703.3 Braille and 11B-703.4 Installation Height and Location. **§11B-703.6.3**

    d. The installation height and location of Pictogram signs shall be per **§11B-703.4.1.**

50. Symbols shall comply with the following:

    a. Doorways leading to toilet rooms and bathing rooms shall be identified by a geometric symbol complying with 11B-703.7.2.6 Toilet and Bathing Facilities Geometric Symbols. The symbol shall be mounted at 58 inches minimum and 60 inches maximum above the finish floor or ground surface measured from the centerline of the symbol. Where a door is provided the symbol shall be mounted within 1 inch of the vertical centerline of the door. **§11B-703.7.2.6 (See exception)**

    b. Men's toilet and bathing facilities shall be identified by an equilateral triangle, ¼ inch thick with edges 12 inches long and a vertex pointing upward. The triangle symbol shall contrast with the door, either light on a dark background or dark on a light background. **§11B-703.7.2.6.1**

    c. Women's toilet and bathing facilities shall be identified by a circle, ¼ inch thick and 12 inches in diameter. The circle symbol shall contrast with the door, either light on a dark background or dark on a light background. **§11B-703.7.2.6.2**

    d. Unisex toilet and bathing facilities shall be identified by a circle, ¼ inch thick and 12 inches in diameter with a ¼ inch thick triangle with a vertex pointing upward superimposed on the circle and within the 12-inch diameter. The triangle symbol shall contrast with the circle symbol, either light on a dark background or dark on a light background. The circle symbol shall contrast with the door, either light on a dark background or dark on a light background. **§11B-703.7.2.6.3**

WASHING MACHINE AND CLOTHES DRYERS

51. Washing machines and clothes dryer's operable parts must comply with Section 11B-309 Operable Parts. **§11B-611.3**

52. Top loading machines shall have the door to the laundry compartment located 36 inches maximum above the finish floor. Front loading machines shall have the bottom of the opening to the laundry compartment located 15 inches minim and 36 inches maximum above the finish floor. **§11B-611.4**

F. COMMUNICATION ELEMENTS AND FEATURES

FIRE ALARM SYSTEMS

1. Where fire alarm systems and carbon monoxide alarm systems provide audible alarm coverage, alarms shall comply with 11B-215 Fire Alarm Systems. **§11B-215.1 (See exception)**

2. Alarms in public use areas and common use areas shall comply with 702 Chapter 9, Section 907.5.2.3.1. **§11B-215.2**

3. Where employee work areas have audible alarm coverage, the wiring system shall be designed so that visible alarms complying with 702 Chapter 9, Section 907.5.2.3.2 can be integrated into the alarm system. **§11B-215.3**

4. Fire alarm systems shall have permanently installed audible and visible alarms complying with NFPA 72 (1999 or 2002 edition) (incorporated by reference, see "Referenced Standards" in Chapter 1), except that the maximum allowable sound level of audible notification appliances complying with section 4-3.2.1 of NFPA 72 (1999 edition) shall have a sound level no more than 110 dB at the minimum hearing distance from the audible appliance. In addition, alarms in guest rooms required to provide communication features shall comply with sections 4-3 and 4-4 of NFPA 72 (1999 edition) or sections 7.4 and 7.5 of NFPA 72 (2002 edition). and Chapter 9, Sections 907.5.2.1 and 907.5.2.3. **§11B-702.1**

ASSISTIVE LISTENING SYSTEMS

5. Assistive listening systems shall be provided in assembly areas, including conference and meeting rooms, used for the purpose of entertainment, educational or civic gatherings, or similar purposes. **§202, §11B-219.2**

   Note: Assembly areas include, but are not limited to, classrooms, lecture halls, courtrooms, public meeting rooms, public hearing rooms, legislative chambers, motion picture houses, auditoria, theaters, playhouses, dinner theaters, concert halls, centers for the performing arts, amphitheaters, arenas, stadiums, grandstands, or convention centers. **§202, §11B-219.2**

6. Assistive listening system shall provide an amplification system utilizing transmitters, receivers, and coupling

devices to bypass the acoustical space between a sound source and a listener by means of induction loop, radio frequency, infrared, or direct-wired equipment. **§202**

7. Provide (_____) assistive listening systems. A minimum number of receivers equal to 4 percent of the total number of seats, but in no case less than two. **§11B-219.3**

8. Where a building contains more than one assembly area under one management, the total number of required receivers may be calculated using the total number of seats in the assembly areas provided that all receivers are usable with all systems. **§11B-219.3 (See exception)**

9. Twenty-five percent minimum of receivers provided for assistive listening systems, but no fewer than two, shall be hearing-aid compatible with except when all seats in an assembly area are served by means of an induction loop. **§11B-219.3**

10. When assistive-listening systems are limited to specific areas or seats, such areas or seats shall be within a 50-foot viewing distance of the stage or playing area and shall have a complete view of the stage or playing area. **§11B-219.4**

11. Permanently installed assistive-listening systems are required in areas if (1) they have fixed seating and (2a) they accommodate at least 50 persons or (2b) they have audio-amplification systems, except those used exclusively for paging and/or background music. **§11B-219.2, §11B-219.5**

12. Portable assistive-listening systems may serve more than one conference or meeting rooms if an adequate number of electrical outlets or other supplementary wiring is provided and permanently installed systems are not required. **§11B-219.5**

13. Receivers required for use with an assistive listening system shall include a 1/8 inch standard mono jack. **§11B-706.2**

14. Receivers required to be hearing aid compatible shall interface with telecoils in hearing aids through the provision of neck loops. **§11B-706.3**

15. Assistive listening systems shall be capable of providing a sound pressure level from 110 – 118 dB with a dynamic range on the volume control of 50 dB. **§11B-706.4**

16. Signal-to-noise ratio for internally generated noise in assistive listening systems shall be 18 dB minimum. **§11B-706.5**

17. Peak clipping shall not exceed 18 dB of clipping relative to the peaks of speech. **§11B-706.6**

TWO-WAY COMMUNICATION SYSTEMS

18. Two-way communication systems that are provided to gain admittance to a building or facility or to restricted areas within a building or facility shall provide both audible and visual signals. Handset cords, if provided, shall be 29 inches long minimum. **§11B-230.1, §11B-708**

19. Common use or public use system interface of communications systems between a residential dwelling unit and a site, building, or floor entrance shall include the capability of supporting voice and TTY communication with the residential dwelling unit interface. **§11B-708.4.1**

20. Residential dwelling unit system interface of communications systems between a residential dwelling unit and a site, building, or floor entrance shall include a telephone jack capable of supporting voice and TTY communication with the common use or public use system interface. **§11B-708.4.2**

TELEPHONES

21. Where coin-operated public pay telephones, coin less public pay telephones, public closed-circuit telephones, public courtesy phones, or other types of public telephones are provided, public telephones shall be provided in accordance with 11B-217 Telephones for each type of public telephone provided. For purposes of this section, a bank of telephones shall be considered to be two or more adjacent telephones. **§11B-217.1**

22. Except drive-up only public telephones, where public telephones are provided, wheelchair accessible telephones complying with 11B-704.2 shall be provided in accordance with Table 11B-217.2. **§11B-217.2**

23. Provide (_____) wheelchair accessible telephones in accordance with Table 11B-217.2.

24. All public telephones shall have volume controls complying with 11B-704.3. **§11B-217.3**

25. TTYs complying with 11B-704.4 shall be provided in accordance with 11B-217.4.

26. Where a bank of telephones in the interior of a building consists of three or more public pay telephones, at least one public pay telephone at the bank shall be provided with a shelf and an electrical outlet in accordance with 11B-704.5. **§11B-217.5 (See exception)**

G. SPECIAL ROOMS, SPACES, AND ELEMENTS

KITCHENS, KITCHENETTES AND WET BARS

1. Sinks shall comply with 11B-606 Lavatories and Sinks. **§11B-804.4**

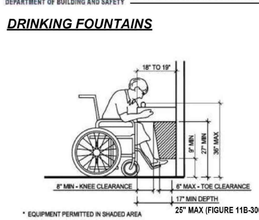
ADDITIONAL COMMENTS

City of Los Angeles
Department of Building and Safety – Disabled Access Section

P/BC 2017-087

THESE DIAGRAMS ILLUSTRATE THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND ARE INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION.

DRINKING FOUNTAINS



* EQUIPMENT PERMITTED IN SHADED AREA

SPOUT HEIGHT AND KNEE CLEARANCE AT DRINKING FOUNTAINS

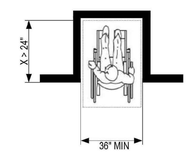
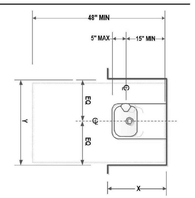
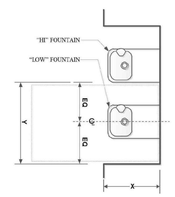


FIGURE 11B-305.7.1 MANEUVERING CLEARANCE IN AN ALCOVE, FORWARD APPROACH



DRINKING FOUNTAIN SPOUT LOCATION FIGURE 11B-602.5



PLAN OF "HI-LOW" DRINKING FOUNTAIN

11B-602.6 WATER FLOW.
THE SPOUT SHALL PROVIDE A FLOW OF WATER 4 INCHES HIGH MINIMUM AND SHALL BE LOCATED 5 INCHES MAXIMUM FROM THE FRONT OF THE UNIT. THE ANGLE OF THE WATER STREAM SHALL BE MEASURED HORIZONTALLY RELATIVE TO THE FRONT FACE OF THE UNIT. WHERE SPOUTS ARE LOCATED LESS THAN 3 INCHES OF THE FRONT OF THE UNIT, THE ANGLE OF THE WATER STREAM SHALL BE 30 DEGREES MAXIMUM. WHERE SPOUTS ARE LOCATED BETWEEN 3 INCHES AND 5 INCHES MAXIMUM FROM THE FRONT OF THE UNIT, THE ANGLE OF THE WATER STREAM SHALL BE 15 DEGREES MAXIMUM.

NOTE:
IF X = 18" MIN. ALCOVE DEPTH, THEN Y = 32" MIN.
IF ALCOVE DEPTH (X) IS GREATER THAN 24", THEN ALCOVE WIDTH (Y) MUST BE MINIMUM OF 36" CLEAR.

CLEAR FLOOR SPACE AT "HI-LOW" DRINKING FOUNTAIN ALCOVES

11B-602.7 DRINKING FOUNTAINS FOR STANDING PERSONS.
SPOUT OUTLETS OF DRINKING FOUNTAINS FOR STANDING PERSONS SHALL BE 38 INCHES MINIMUM AND 43 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND.

11B-602.9 PEDESTRIAN PROTECTION.
ALL DRINKING FOUNTAINS SHALL EITHER BE LOCATED COMPLETELY WITHIN ALCOVES, POSITIONED COMPLETELY BETWEEN WING WALLS, OR OTHERWISE POSITIONED SO AS NOT TO ENCROACH INTO PEDESTRIAN WAYS. THE PROTECTED AREA WITHIN WHICH A DRINKING FOUNTAIN IS LOCATED SHALL BE 32 INCHES WIDE MINIMUM AND 18 INCHES DEEP MINIMUM, AND SHALL COMPLY WITH SECTION 11B-305.7. WHEN USED, WING WALLS OR BARRIERS SHALL PROJECT HORIZONTALLY AT LEAST AS FAR AS THE DRINKING FOUNTAIN AND TO WITHIN 6 INCHES VERTICALLY FROM THE FLOOR OR GROUND SURFACE.

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

THE SKATEPARK PROJECT™

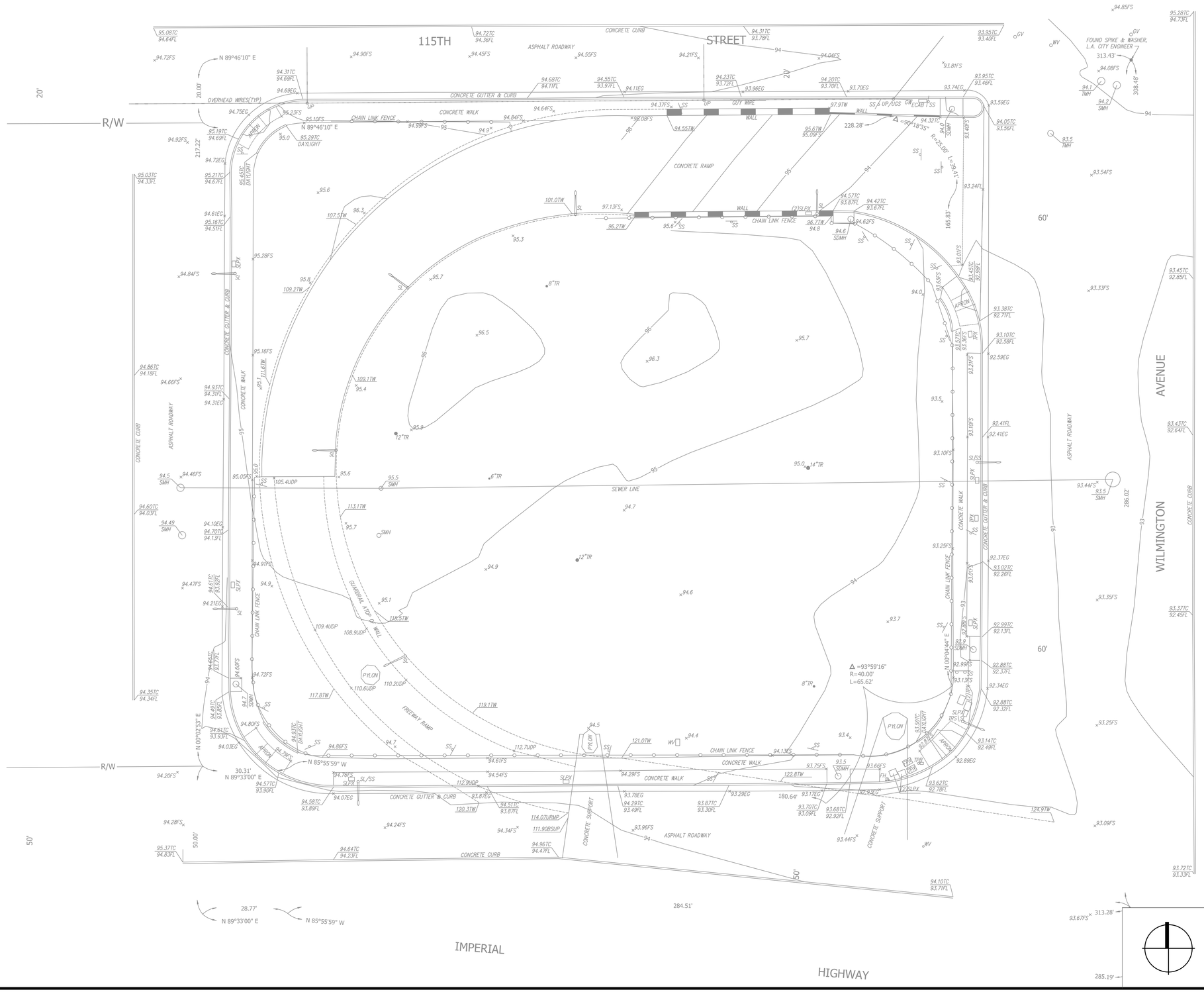
No.	ISSUE / REVISION	DRAWN BY	REVIEWED BY	DATE

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
PLAN CHECK NOTES

SHEET NUMBER
A-1.2

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

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 from the beginning to end of grading operations.Underground substructures: 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 form the project landscape architect, as indicate on the plans, prior to proceeding to 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 PREMOLDED 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:

Sieve Designation	% Passing	Sieve Designation	%Passing	
3/8 inch	100	No. 30	40-50	
No. 4	95-100	No. 50	25-35	
No. 8	75-80	No. 100	20-25	
No. 16	55-65	No. 200	5-15	

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).

THE SKATEPARK PROJECT™

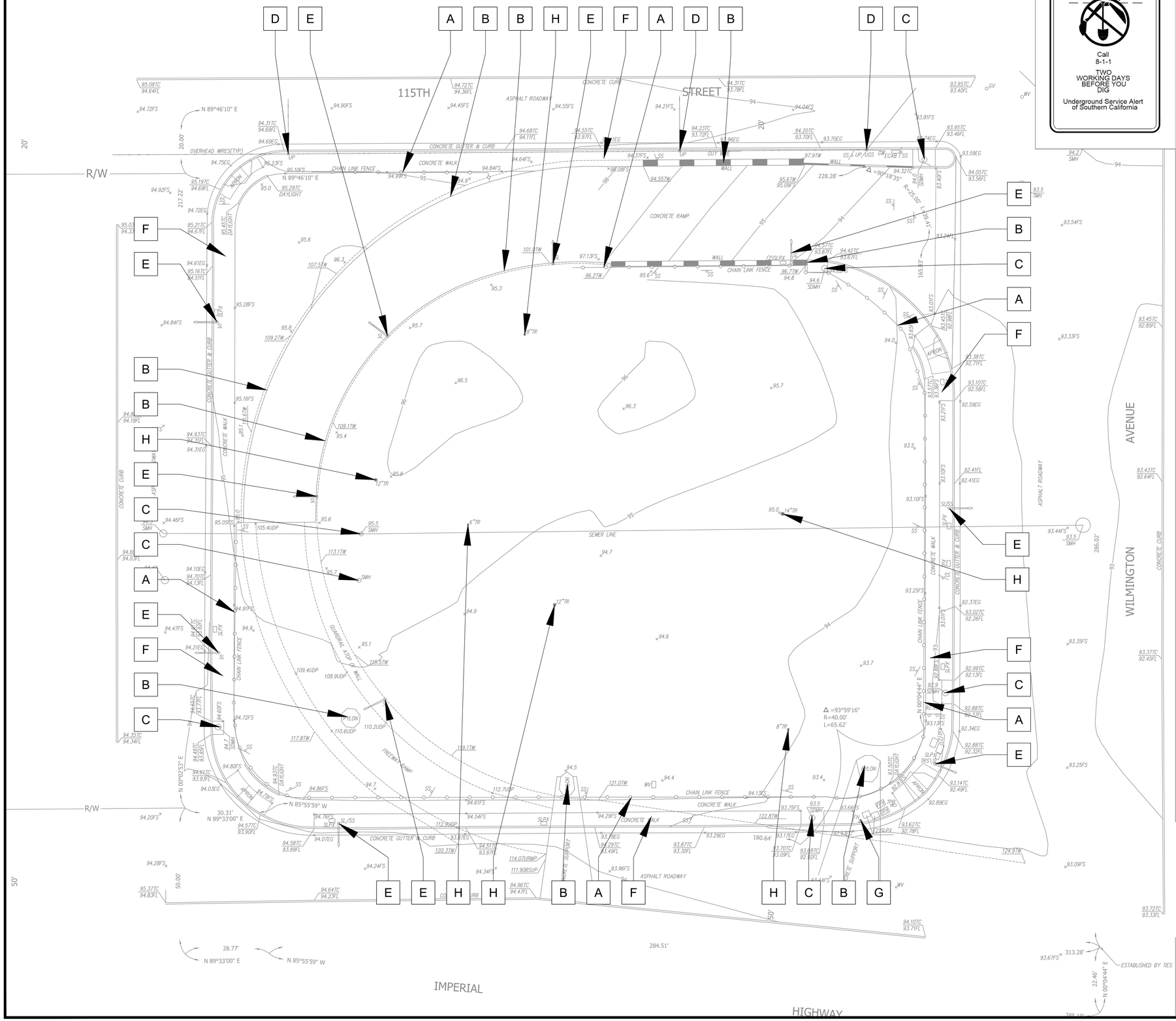
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

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.

DIGALERT

Call 8-1-1 TWO WORKING DAYS BEFORE YOU DIG

Underground Service Alert of Southern California

DEMOLITION NOTES:

1. DEMOLITION AND REMOVAL WORK SHALL BE CAREFULLY PERFORMED TO AVOID DAMAGE TO EXISTING TREES NOTED ON THE PLAN AS REMAINING.
2. ALL REMOVAL WORK (EXCEPT AS NOTED) SHALL BE DISPOSED OF OFF-SITE, IN A LEGAL MANNER, AT THE CONTRACTOR'S EXPENSE.
3. 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.
4. 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.
5. 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.
6. MISCELLANEOUS ACTIVE LINES WITHIN 12 INCHES OF FINISH GRADE THAT ARE UNCOVERS DURING THE GRADING OPERATIONS SHALL BE PROTECTED.
7. 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.
8. 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.
9. INACTIVE OR ABANDONED UTILITIES SHALL BE DISCONNECTED, REMOVED, AND PLUGGED OR CAPPED SUBJECT TO THE LOCAL GOVERNING ORDNANCES.
10. 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.
11. BURNING OF DEBRIS WILL NOT BE PERMITTED EXCEPT BY WRITTEN PERMISSION FROM THE AIR POLLUTION CONTROL AUTHORITIES AND LOS ANGELES FIRE DEPARTMENT.

16'-0" 0'-0" 16'-0" 32'-0"

SCALE: 1" = 16'-0"

THE SKATEPARK PROJECT™

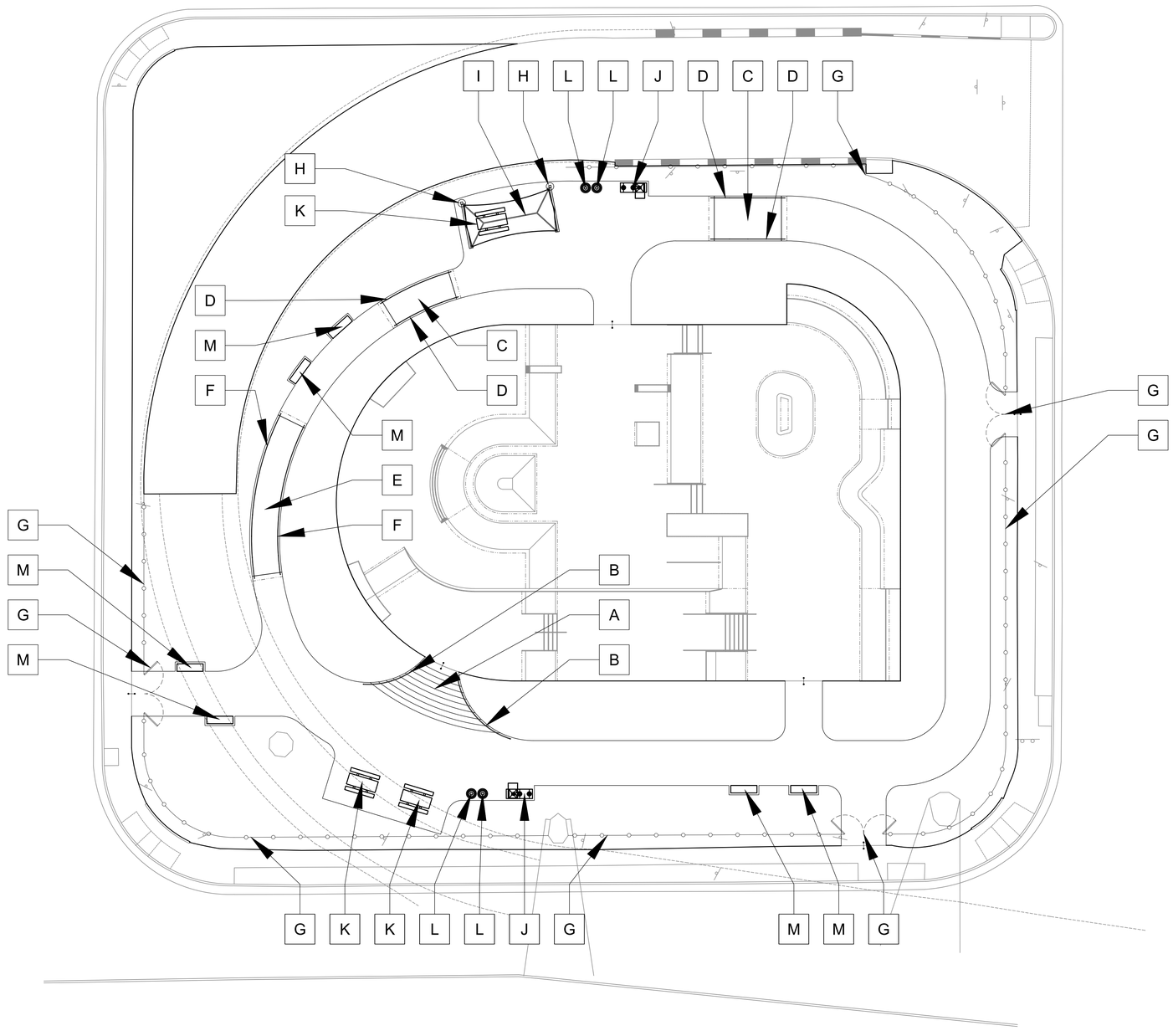
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

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:

1. ALL FORMS AND ALIGNMENTS OF PAVING AND LAYOUT SHALL BE REVIEWED AND APPROVES BY THE CITY'S AUTHORIZED REPRESENTATIVE PRIOR TO POURING (GIVE A MINIMUM OF 48 HOURS NOTICE).
2. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION AND SHALL BE HELD LIABLE FOR ALL DAMAGES INCURRED.
3. ALL CONSTRUCTION AND WORKMANSHIP SHALL CONFORM TO THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS.
4. 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.
5. CONTRACTOR MUST CHECK ALL DIMENSION AND SITE CONDITIONS BEFORE STARING WORK. LANDSCAPE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES OR POSSIBLE DEFICIENCIES.
6. CONDITIONS NOT SPECIFICALLY SHOWN SHALL BE CONSTRUCTED SIMILAR TO THE DETAILS FOR THE RESPECTIVE MATERIALS (SEE LS-8.0 STANDARD DETAILS).
7. CLEAN-UP SHALL TAKE PLACE ON A DAILY BASIS.

16'-0" 0'-0" 16'-0" 32'-0"

SCALE: 1" = 16'-0"

THE SKATEPARK PROJECT™

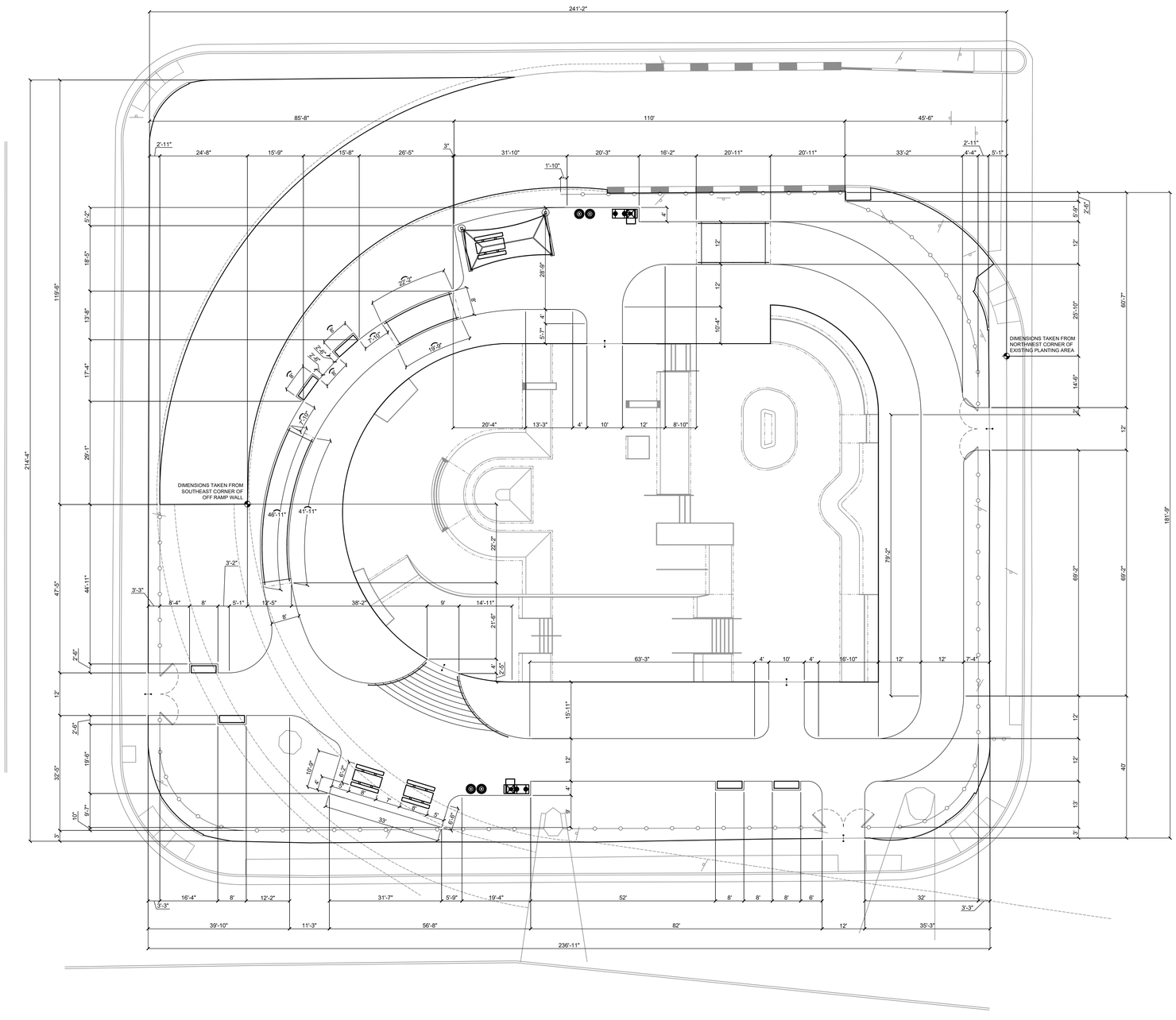
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
SITE CONSTRUCTION PLAN

SHEET NUMBER

LS-3.0



16'-0" 0'-0" 16'-0" 32'-0"

SCALE: 1" = 16'-0"

THE SKATEPARK PROJECT™

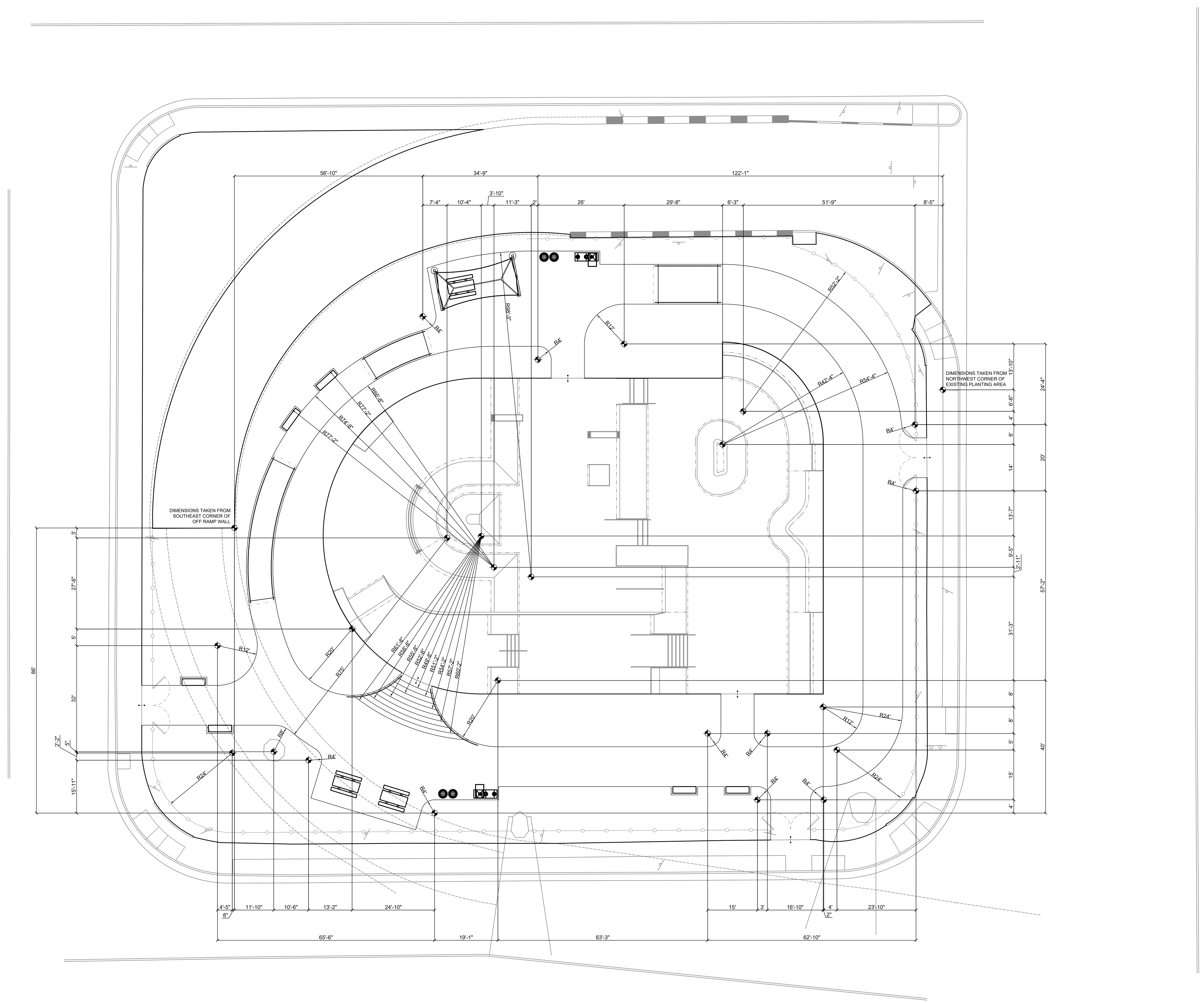
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

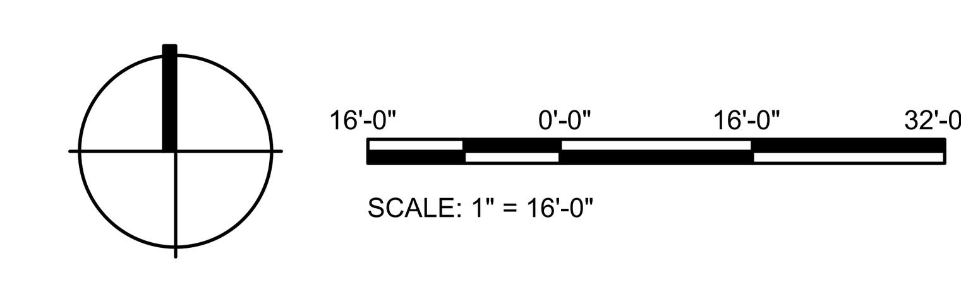
PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
SITE LAYOUT PLAN

SHEET NUMBER

LS-4.0





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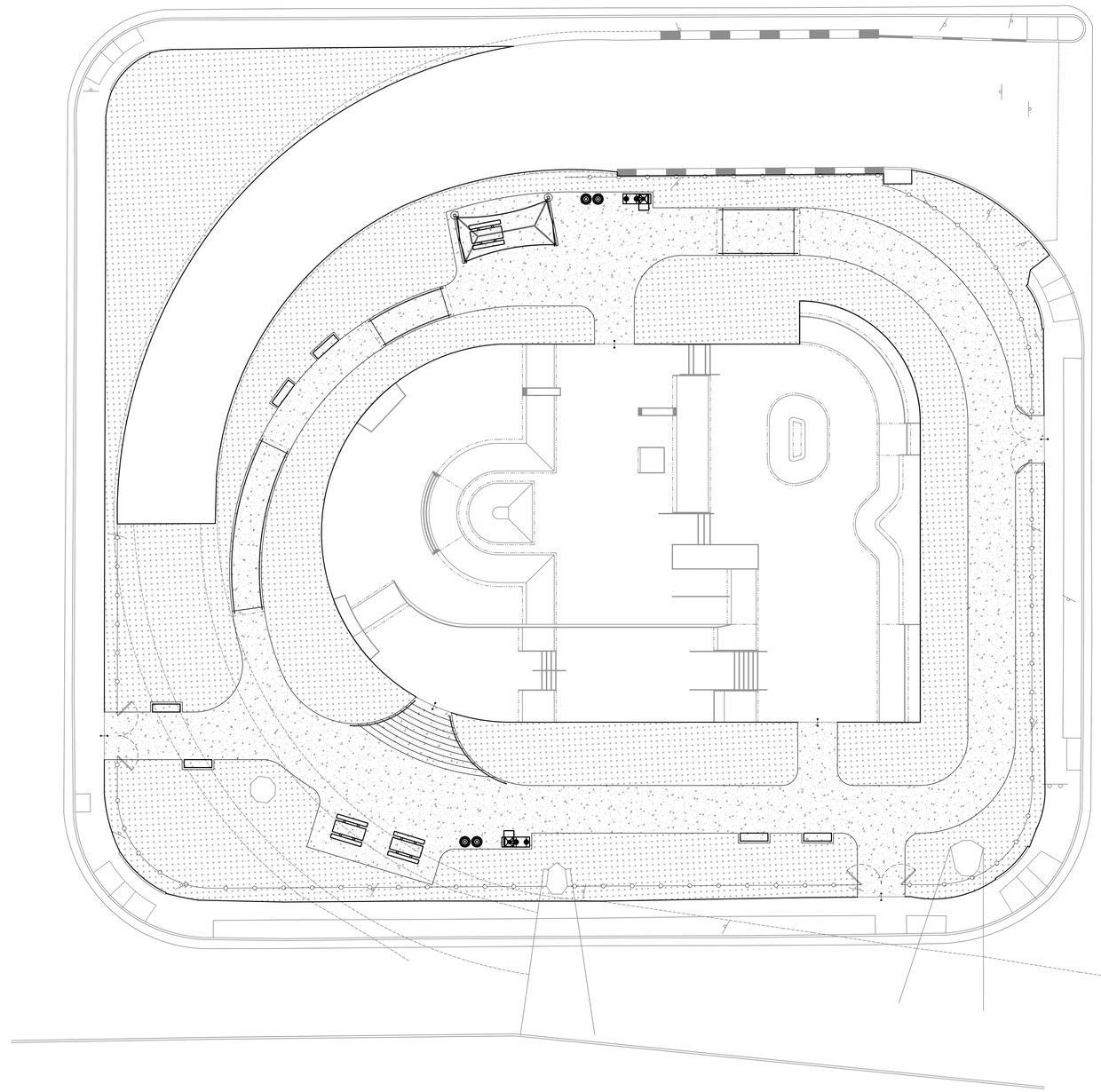
CALIFORNIA

SHEET TITLE:
SITE RADIUS LAYOUT PLAN

SHEET NUMBER
LS-5.0

LEGEND

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



16'-0" 0'-0" 16'-0" 32'-0"

SCALE: 1" = 16'-0"

THE SKATEPARK PROJECT™

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LOS ANGELES,
CALIFORNIA

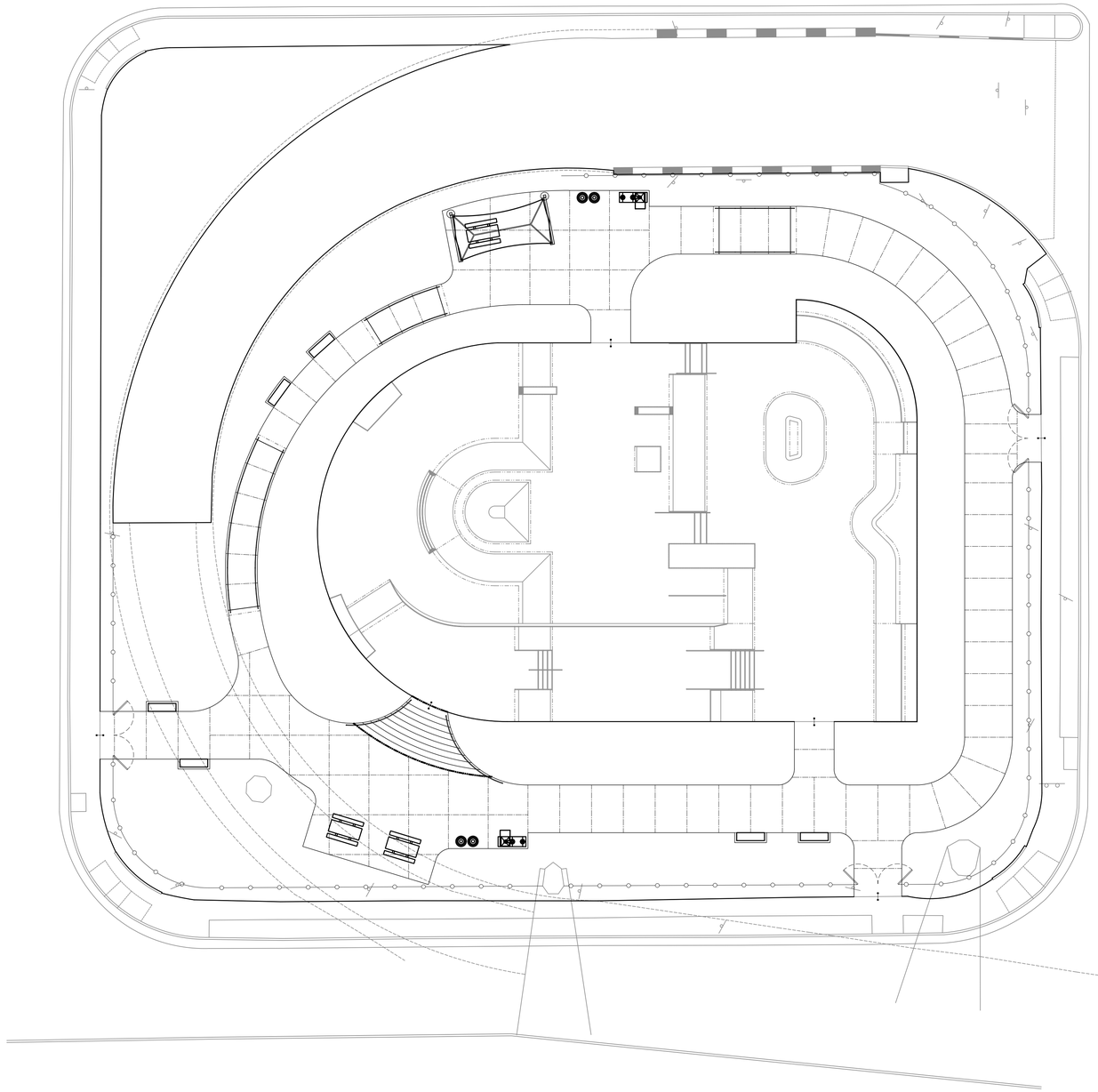
SHEET TITLE:
SITE MATERIALS PLAN

SHEET NUMBER

LS-6.0

JOINTING 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.



16'-0" 0'-0" 16'-0" 32'-0"

SCALE: 1" = 16'-0"

THE SKATEPARK PROJECT™

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PROJECT:
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LOS ANGELES,
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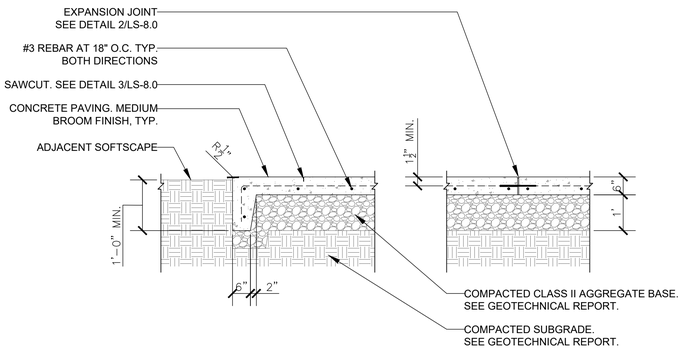
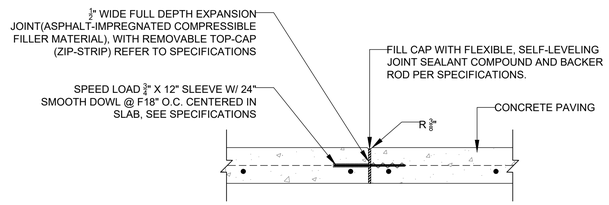
SHEET TITLE:
SITE JOINTING PLAN

SHEET NUMBER

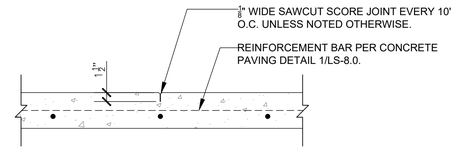
LS-7.0



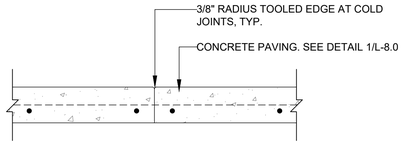
HARDSCAPE CONCRETE PAVING 1/2"=1'-0" 1



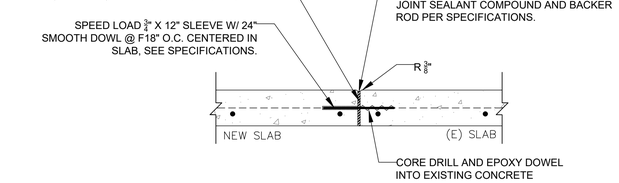
HARDSCAPE EXPANSION JOINT 1"=1'-0" 2



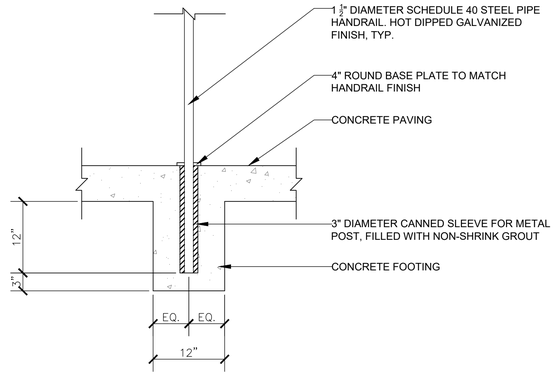
HARDSCAPE SAWCUT 1"=1'-0" 3



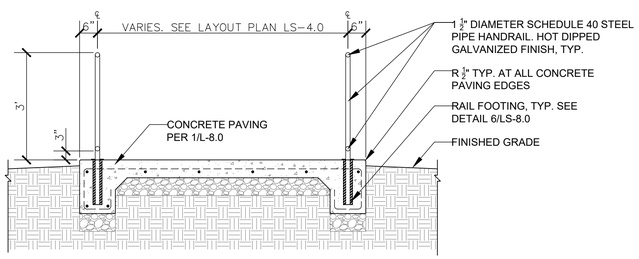
HARDSCAPE COLD JOINT 1"=1'-0" 4



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

THE SKATEPARK PROJECT™

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WATTS SKATE PARK
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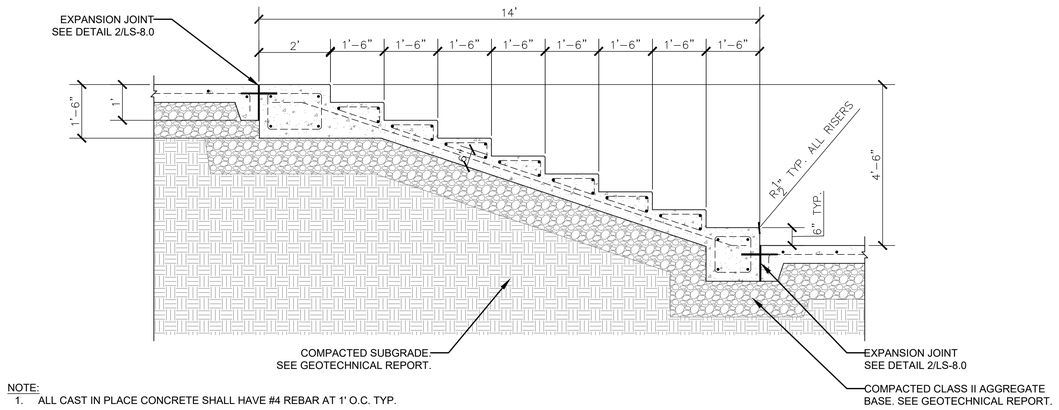
SHEET TITLE:
STANDARD SITE DETAILS

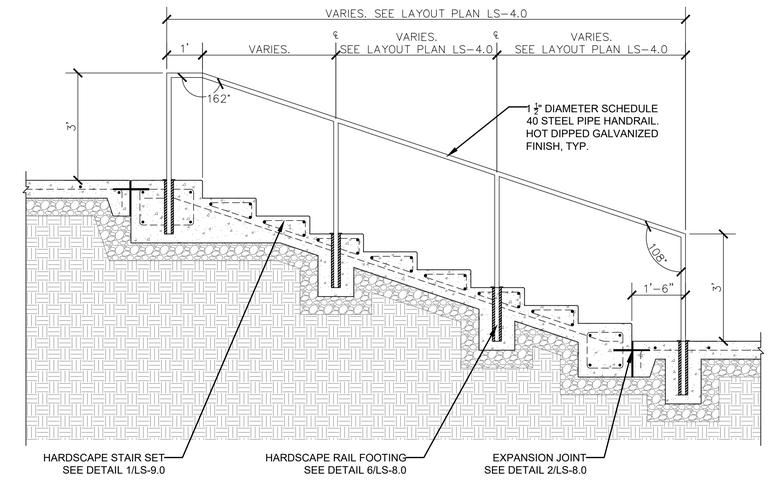
SHEET NUMBER

LS-8.0

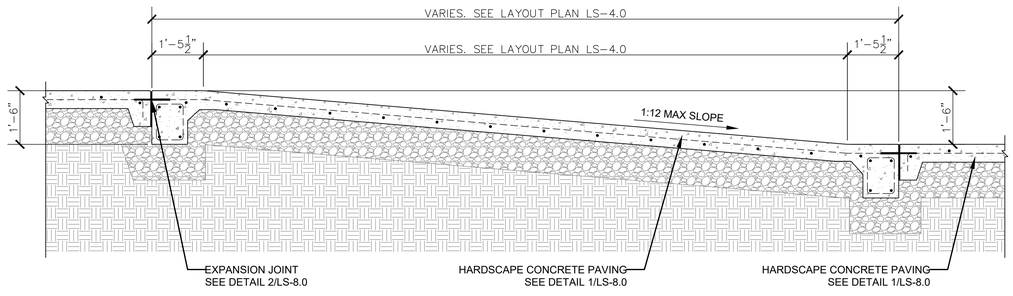


NOTE:
1. ALL CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

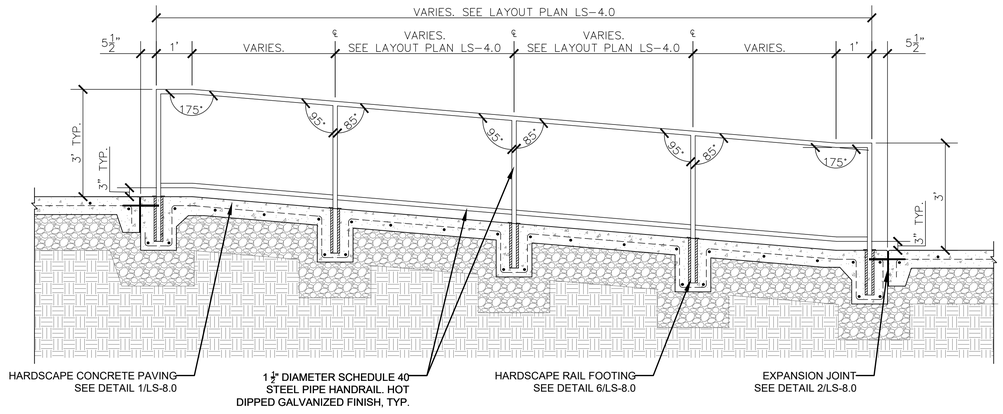
STAIR SET 1/2"=1'-0" (1)



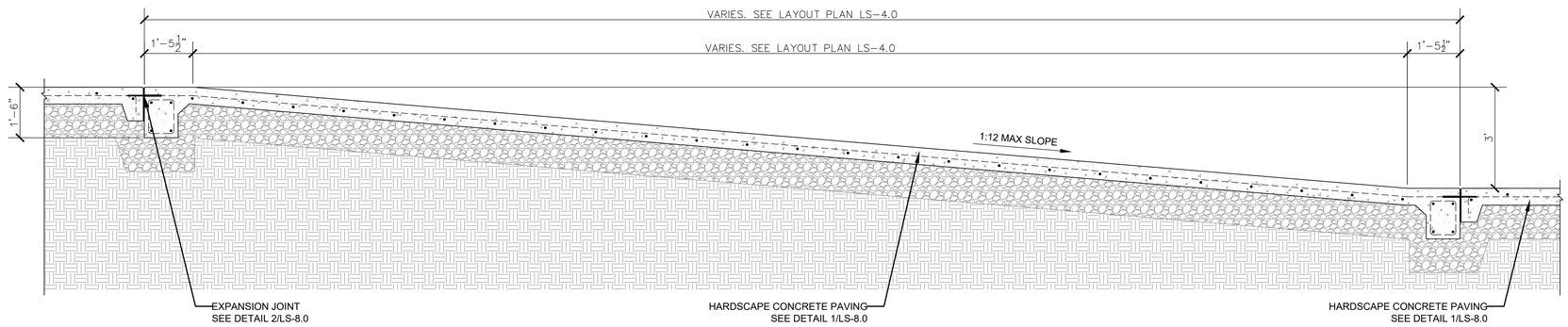
STAIR SET HANDRAIL 1/2"=1'-0" (2)



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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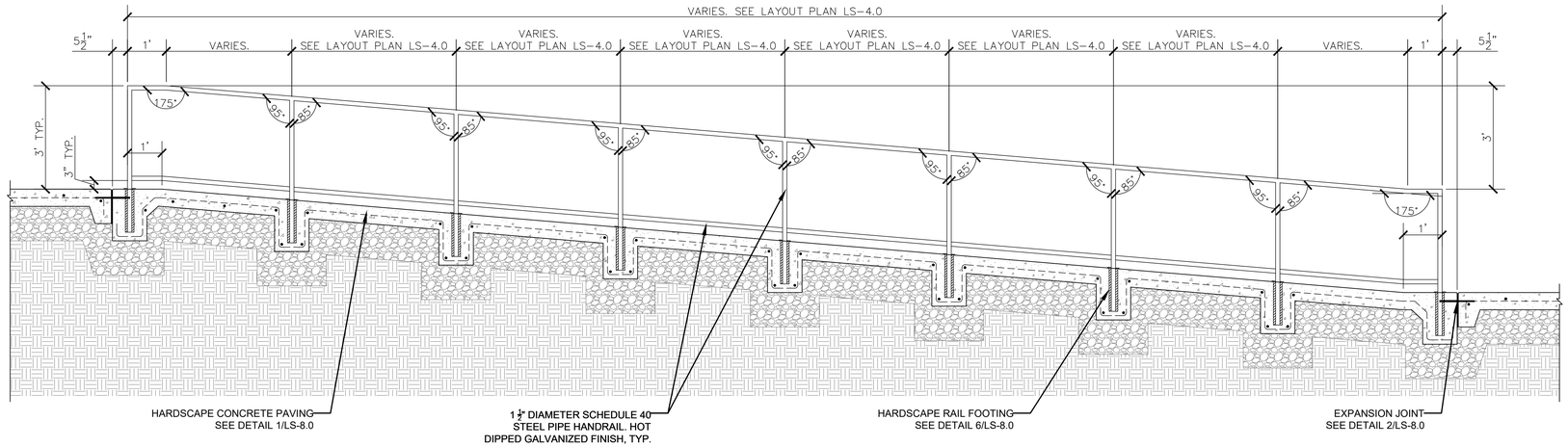
CALIFORNIA

SHEET TITLE:
SITE DETAILS

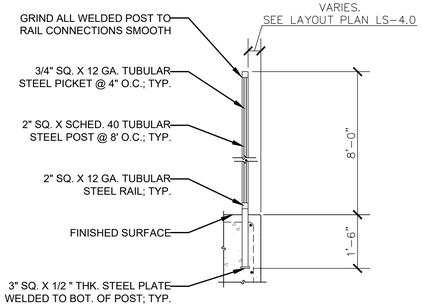
SHEET NUMBER

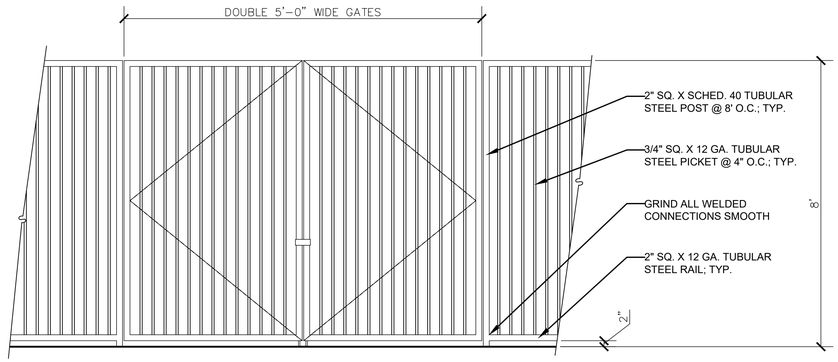
LS-9.0



ADA RAMP - B HANDRAIL

1/2"=1'-0" 6

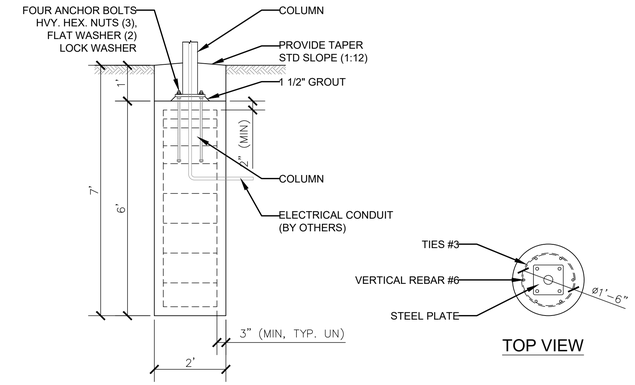




NOTE:
1. GATES SHALL HAVE LOCKING ASSEMBLIES IN BOTH OPEN AND CLOSED POSITIONS.
2. GATE HARDWARE BY STANLEY CO. OR APPROVED EQUAL.
3. FENCING SUB-CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF GATE FOR LANDSCAPE ARCHITECT APPROVAL PRIOR TO FABRICATION.
4. REFER TO SPECIFICATIONS FOR PAINTED FINISH.

ORNAMENTAL IRON FENCE AND ENTRY GATE

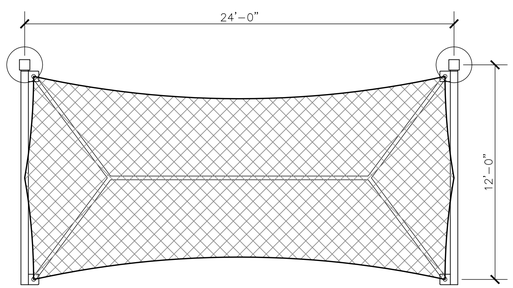
1/2"=1'-0" 7



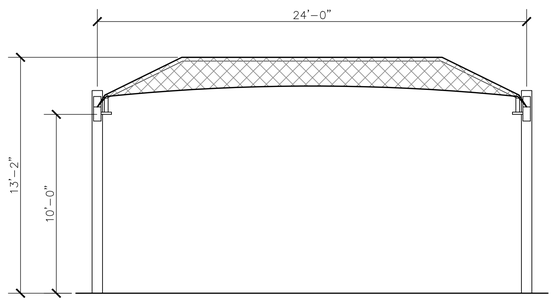
TOP VIEW

SHADE STRUCTURE ESTIMATED FOOTING

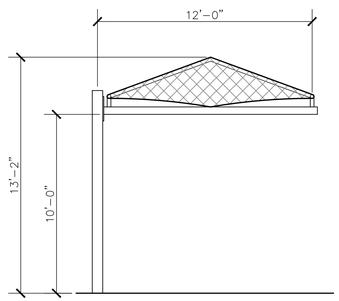
1/2"=1'-0" 8



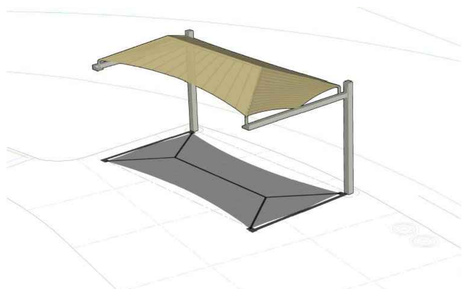
PLAN VIEW



FRONT ELEVATION VIEW



SIDE ELEVATION VIEW



PERSPECTIVE VIEW

NOTE:
1. THESE DRAWINGS ARE A PICTORIAL REPRESENTATION OF FABRIC AND STEEL ONLY. NONE OF THE REQUIRED ATTACHMENT OR CONNECTION DETAILS HAVE BEEN DEPICTED.
2. 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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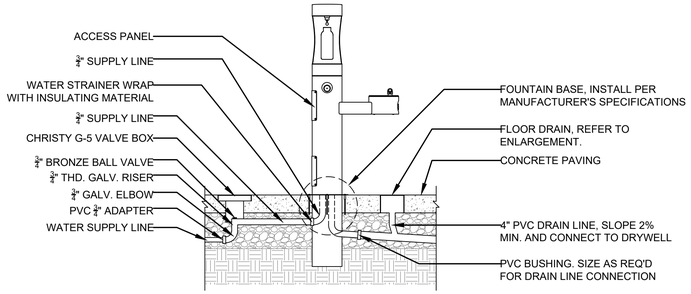
PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

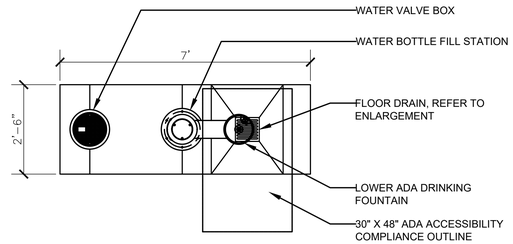
SHEET TITLE:
SITE DETAILS

SHEET NUMBER

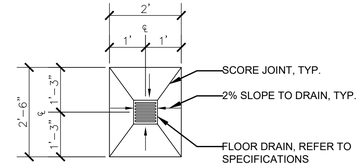
LS-9.1



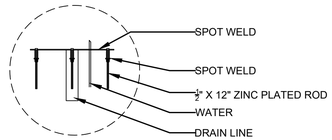
ELEVATION



PLAN VIEW



FLOOR DRAIN ENLARGEMENT



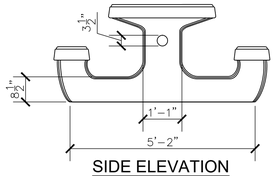
MOUNTING ENLARGEMENT

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.

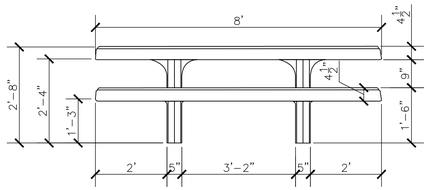
ELKAY OUTDOOR DRINKING FOUNTAIN

1/2"=1'-0" 10

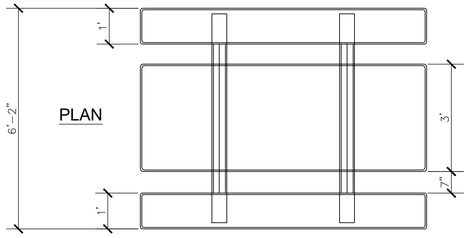
NOTE:
1. CONCRETE MIX DESIGN TO INCLUDE A MIXTURE OF PORTLAND CEMENT, WATER, COARSE AND FINE AGGREGATES, PURE MINERAL OXIDE COLORING AGENTS (WHEN APPLICABLE) TO YIELD A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI.
2. FINAL PRODUCT SHALL BE REINFORCED WITH #4 AND #5 REBAR GRID.
3. PRODUCT IS CAST IN 1-PIECE 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.



SIDE ELEVATION



FRONT ELEVATION

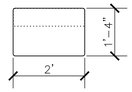


WEIGHT: 2700 LBS
TEXTURE: SMOOTH
COLOR: ODC TIERRA
SEALER: NANO SEALER

OUTDOOR CREATIONS MODEL #111 CONCRETE PICNIC TABLE

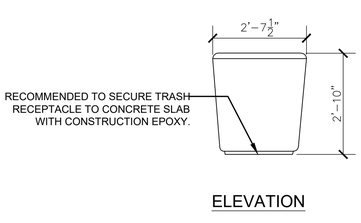
1/2"=1'-0" 11

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

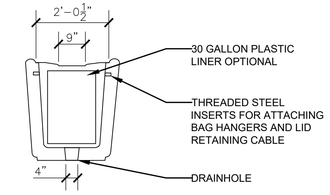


SECTION

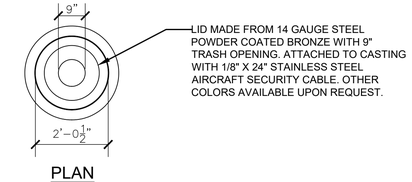
NOTE:
1. CONCRETE MIX DESIGN TO INCLUDE A MIXTURE OF PORTLAND CEMENT, WATER, COARSE AND FINE AGGREGATES, PURE MINERAL OXIDE COLORING AGENTS (WHEN APPLICABLE) TO YIELD A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI.
2. FINAL PRODUCT SHALL BE REINFORCED WITH #4 AND #5 REBAR GRID.
3. PRODUCT IS CAST IN 1-PIECE 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.



ELEVATION



SECTION

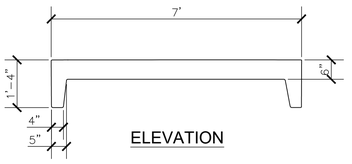


PLAN

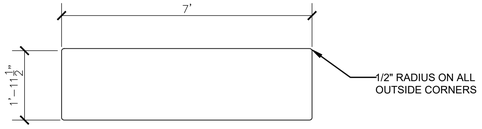
WEIGHT: 950 LBS
TEXTURE: SMOOTH
COLOR: ODC TIERRA
SEALER: NANO SEALER

OUTDOOR CREATIONS MODEL #500 CONCRETE TRASH RECEPTACLE

1/2"=1'-0" 12



ELEVATION



PLAN

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

THE SKATEPARK PROJECT™

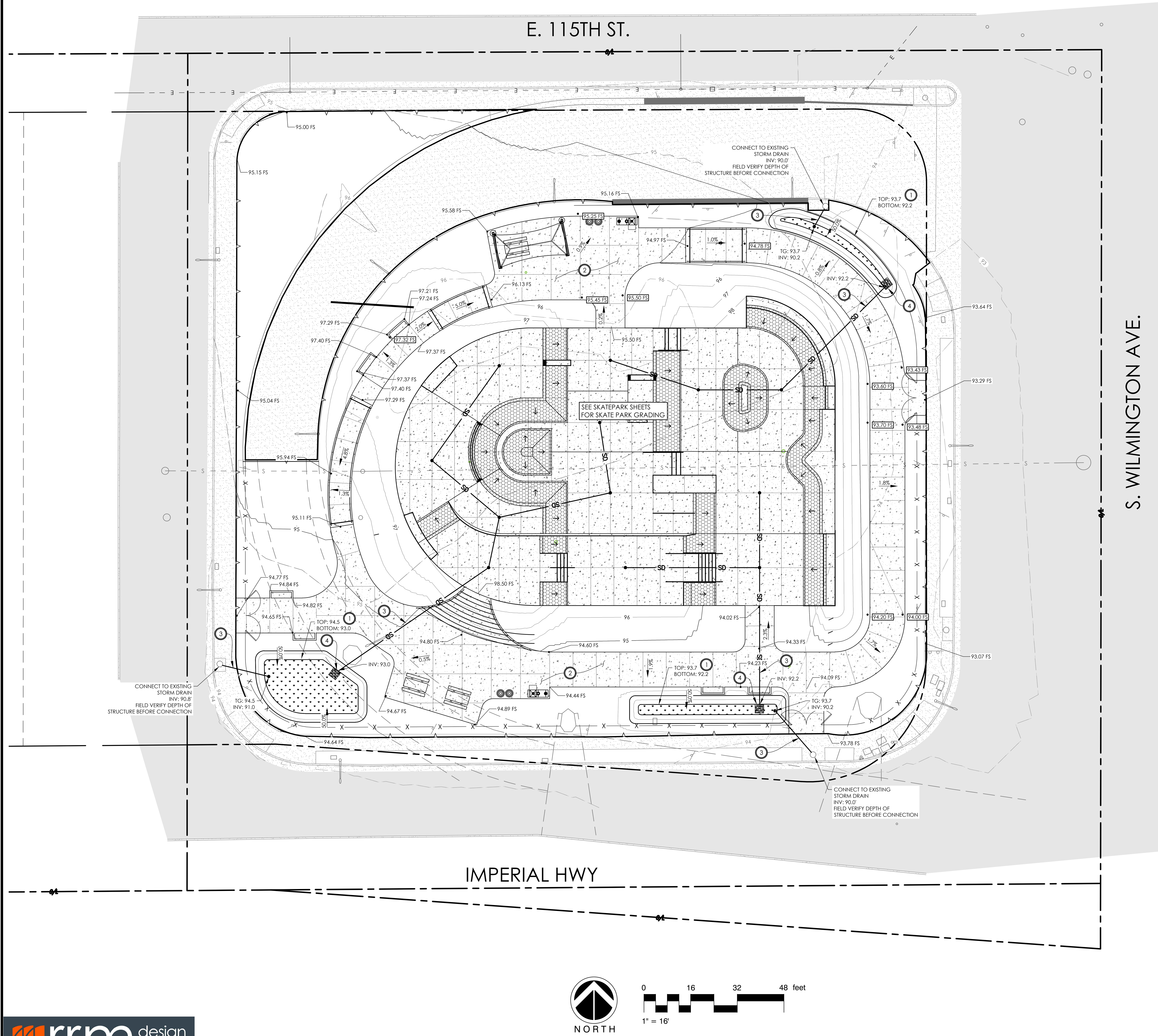
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
SITE DETAILS

SHEET NUMBER

LS-9.2



E. 115TH ST.
S. WILMINGTON AVE.
IMPERIAL HWY
SEE SKATEPARK SHEETS FOR SKATE PARK GRADING
CONNECT TO EXISTING STORM DRAIN INV: 90.0' FIELD VERIFY DEPTH OF STRUCTURE BEFORE CONNECTION
CONNECT TO EXISTING STORM DRAIN INV: 90.8' FIELD VERIFY DEPTH OF STRUCTURE BEFORE CONNECTION
TOP: 93.7 BOTTOM: 92.2
TG: 93.7 INV: 90.2
INV: 92.2
TOP: 94.5 BOTTOM: 93.0
INV: 93.0
TG: 94.5 INV: 91.0
95.00 FS
95.15 FS
95.04 FS
95.94 FS
95.11 FS
95.58 FS
95.16 FS
95.25 FS
94.97 FS
94.78 FS
96.13 FS
95.45 FS
95.50 FS
97.21 FS
97.24 FS
97.29 FS
97.32 FS
97.40 FS
97.37 FS
93.64 FS
93.43 FS
93.60 FS
93.29 FS
93.70 FS
93.48 FS
94.20 FS
94.00 FS
93.07 FS
94.77 FS
94.84 FS
94.82 FS
94.65 FS
98.50 FS
94.80 FS
94.60 FS
94.02 FS
94.33 FS
94.23 FS
94.09 FS
94.44 FS
94.89 FS
94.67 FS
94.64 FS
93.78 FS
0 16 32 48 feet
1" = 16'
NORTH

LEGEND

- PROPERTY LINE/R.O.W.
- PROPOSED S.D.
- PROPOSED FENCE
- PROPOSED RET. WALL
- EXISTING CONT. MAJOR
- EXISTING CONT. MINOR
- PROPOSED CONT. MAJOR
- 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
- ATRIUM GRATE PER DETAIL A
- EXISTING SEWER LINE

PRELIMINARY EARTHWORK QUANTITES:

AREA OF DISTURBANCE 0.96 AC±

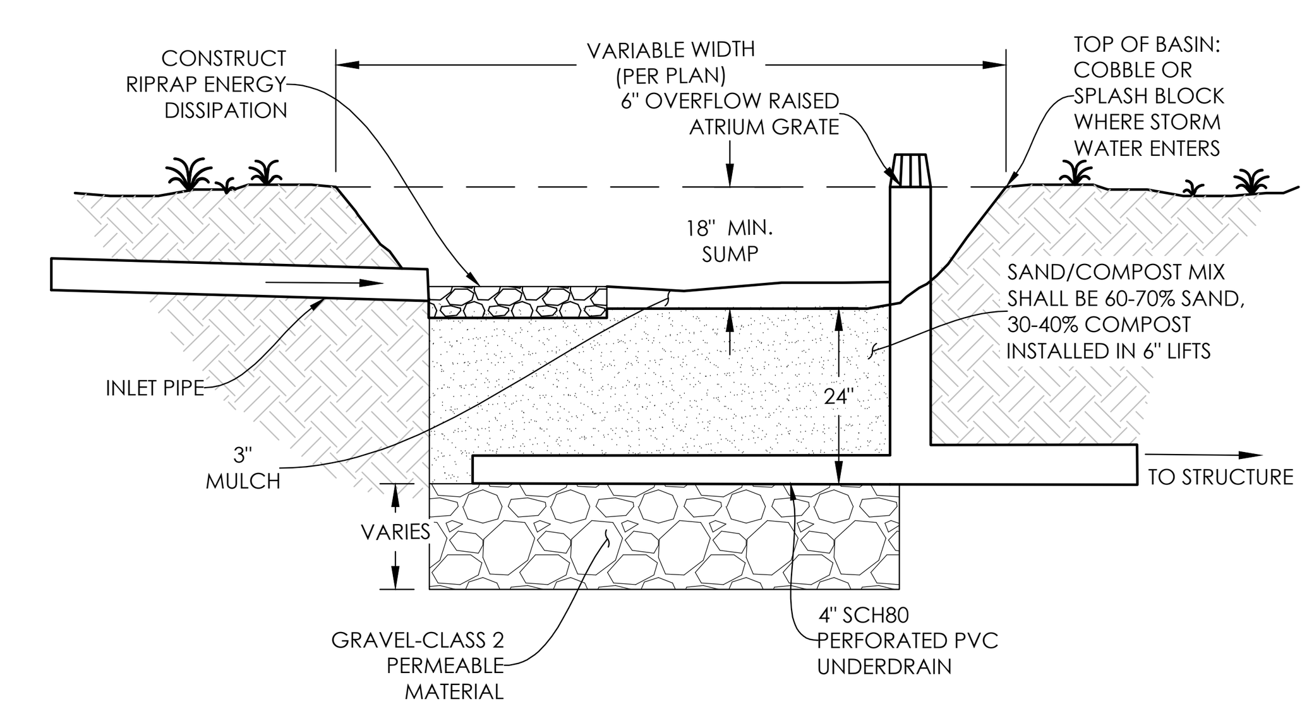
RAW CUT: 120 CY
RAW FILL: 400 CY

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



CONSTRUCT RIPRAP ENERGY DISSIPATION
VARIABLE WIDTH (PER PLAN)
6" OVERFLOW RAISED ATRIUM GRATE
TOP OF BASIN: COBBLE OR SPLASH BLOCK WHERE STORM WATER ENTERS
18" MIN. SUMP
SAND/COMPOST MIX SHALL BE 60-70% SAND, 30-40% COMPOST INSTALLED IN 6" LIFTS
INLET PIPE
24"
3" MULCH
TO STRUCTURE
VARIES
GRAVEL-CLASS 2 PERMEABLE MATERIAL
4" SCH80 PERFORATED PVC UNDERDRAIN

A BIOFILTRATION DETAIL
SCALE: N.T.S

Know what's **below.**
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3765 S. Higuera, San Luis Obispo, CA 93401

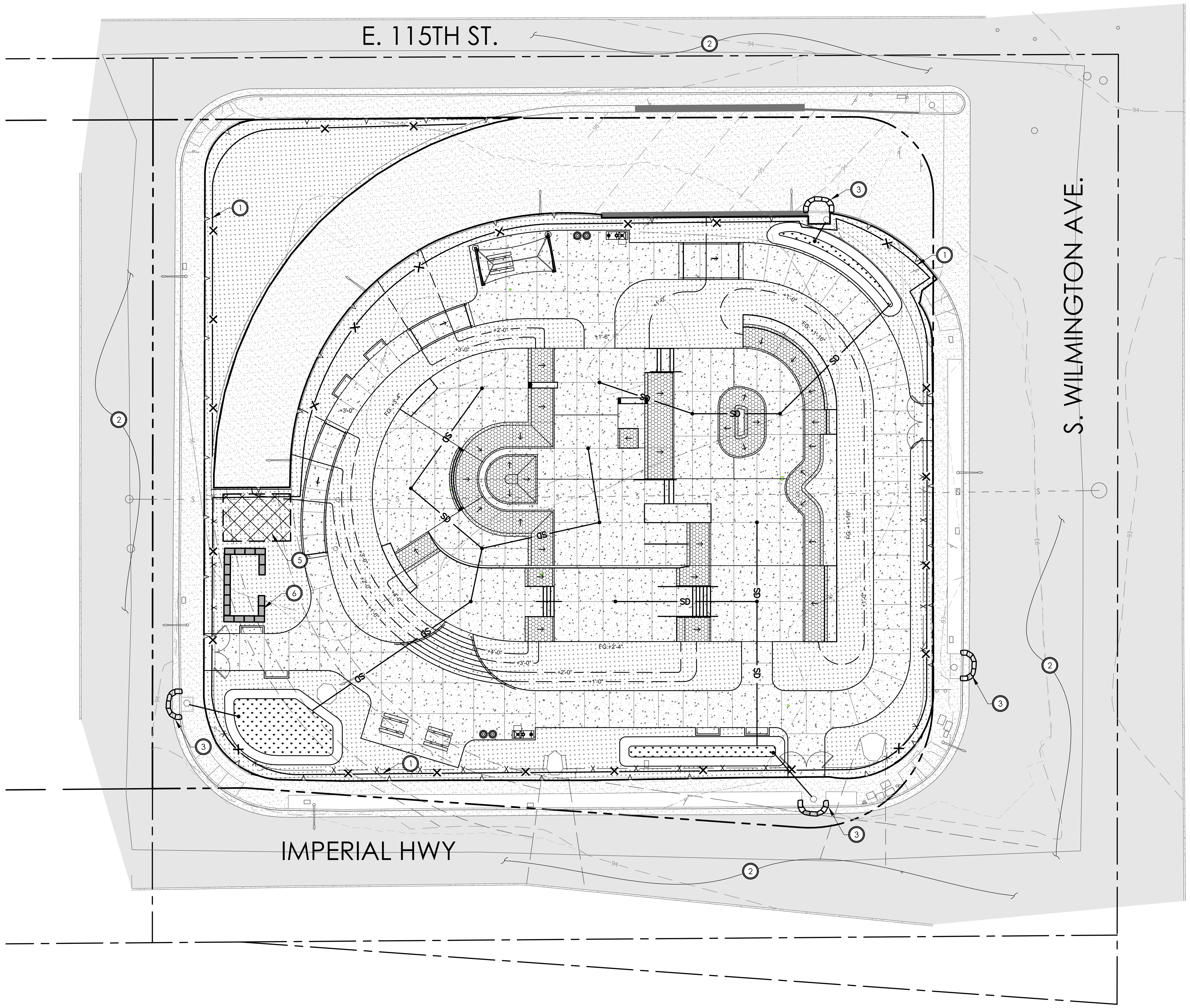
REGISTERED PROFESSIONAL ENGINEER MICHAEL C. HAMILTON NO 62696 CIVIL STATE OF CALIFORNIA

No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
GRADING AND DRAINAGE PLAN

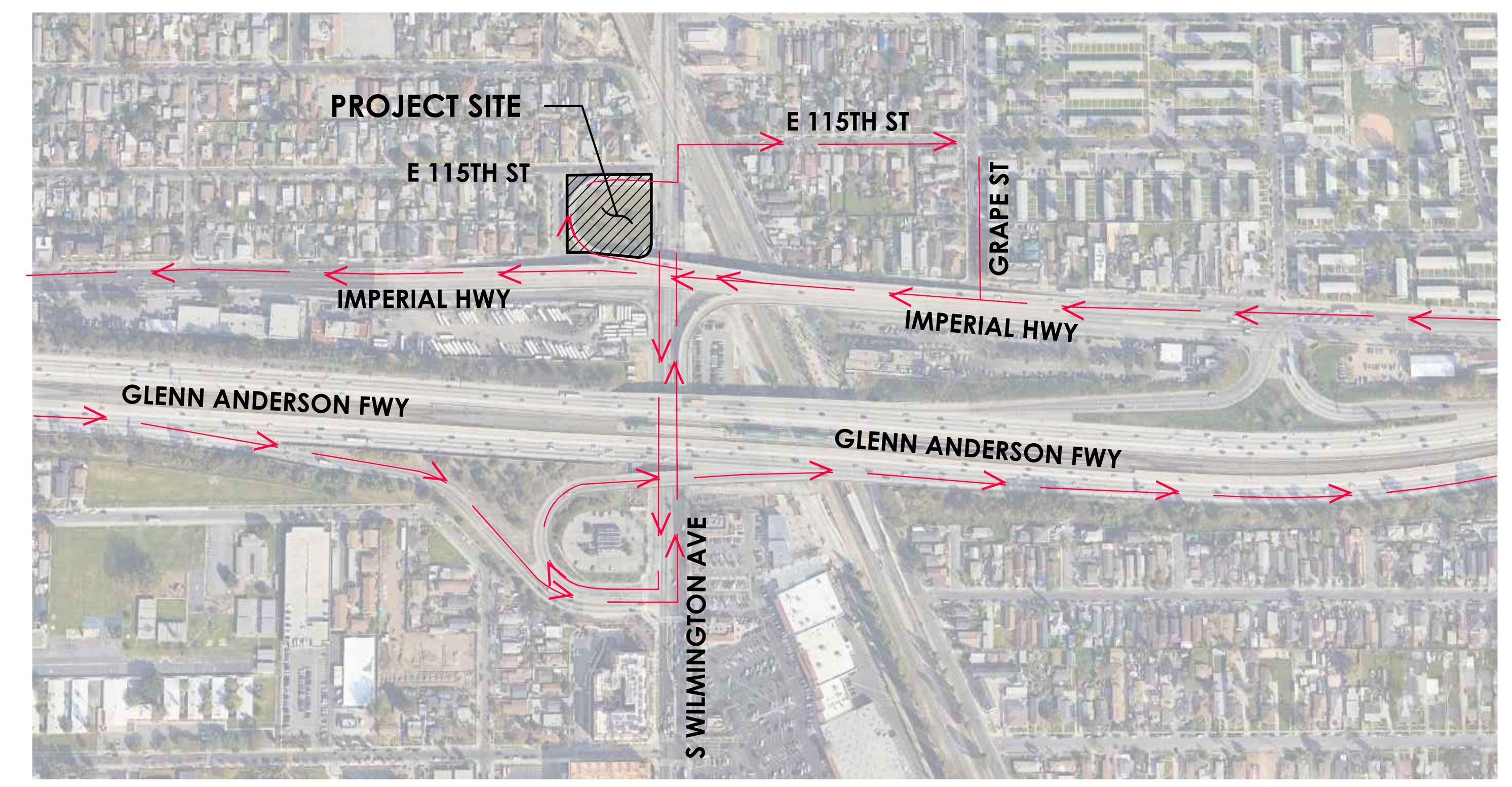
SHEET NUMBER
C-1.0



STORM WATER POLLUTION PREVENTION BMP'S

	BMP*	NAME	SYMBOL
1	SE-1	SILT FENCE	—×—×—
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.

NORTH

0 20 40 60 feet

1" = 20'

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3765 S. Higuera, San Luis Obispo, CA 93401

REGISTERED PROFESSIONAL ENGINEER
MICHAEL C. HAMILTON
NO 62696
CIVIL
STATE OF CALIFORNIA

No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

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

1. TEMPORARY EROSION CONTROL DEVICES SHOWN ON THE WWECP 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.
2. ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET AREAS UPON STARTING OPERATIONS AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR.
3. 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.
4. PROVIDE VELOCITY CHECK DAMS ACROSS THE OUTLET OF ALL LOTS DRAINING INTO THE STREET.
5. ALL FILLS SHALL BE GRADED TO PROMOTE DRAINAGE AWAY FROM THE EDGES OF THE FILL.
6. 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

7. 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".
8. 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

9. 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.
10. AFTER SEWER AND UTILITY TRENCHES ARE BACKFILLED AND COMPACTED, THE SURFACES OVER SUCH TRENCHES SHALL BE MOUNDED 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.
11. 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 EXCEED 40% AND MAINTAINED DURING THE RAINY SEASON (OCTOBER 1 TO APRIL 15).
12. AFTER EACH STORM, ALL "DESILTING BASINS " AND "VELOCITY CHECK DAMS" SHALL BE PUMPED DRY AND REMOVED OF ALL DEBRIS AND SILT WITH IN 24 HOURS AND RESTORED TO THEIR ORIGINAL CAPACITY.
13. EROSION CONTROL DEVICES SHALL BE STOCKPILED IN PARKWAYS AT INTERVALS SHOWN ON THE WWECP, READY TO BE PLACED IN POSITION WHEN RAIN IS FORECASTED OR WHEN DIRECTED BY THE INSPECTOR.
14. 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).
15. 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:

1. ALL "DESILTING BASINS" BUILT ON LOTS ADJACENT TO DWELLINGS MUST BE COMPLETELY LINED WITH AC-2 OR GUNITE.
2. SIZES OF "DESILTING BASINS" AND "WEIRS" SHALL BE SHOWN ON THE PLANS AND HAVE THE CAPACITY TO SERVICE THE AFFECTED WATERSHED.
3. ALL SPILLWAYS FROM BASINS SHALL BE PAVED TO EXISTING PAVED STREETS, EXISTING STORM DRAIN CATCH BASINS OR OTHER APPROVED WATERCOURSES.
4. 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.
5. 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.
6. "DESILTING" AND "RETENTION" BASINS SHALL BE CONSTRUCTED AS FOLLOWS:

(A.) OUTLET AND APRON – (AS DESCRIBED ON BMP ESC56, "TEMPORARY SEDIMENT BASIN").
(B.) DIKES:
1. SHALL BE COMPACTED TO 95% COMPACTION AND SHALL BE CONSTRUCTED UNDER THE DIRECT SUPERVISION OF THE PUBLIC WORKS EROSION CONTROL INSPECTOR
2. THE PLACEMENT OF SPILLWAYS AND OUTLET PIPES SHALL BE AS FAR AS PRACTICABLE FROM INLETS.
3. BASIN WALLS SHALL NOT EXCEED 2:1 SLOPE.
(C) INLET TO BASINS:
1. WALLS SHALL BE PAVED WITH AC-3 OR CONSTRUCTED SANDBAG BERMS WHEN APPROVED BY THE PUBLIC WORKS EROSION CONTROL INSPECTOR.
2. 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.
(A) 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.
(B) DESILTING BASINS REQUIRED FOR TEMPORARY EROSION CONTROL SHALL NOT BE PERMITTED IN THE STREET AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE PUBLIC WORKS ENGINEER.

7. 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:

1. CONTRACTOR SHALL PREVENT WATER CONTAMINATION DURING CONSTRUCTION BY IMPLEMENTING THE FOLLOWING CONSTRUCTION SITE MEASURES:

A. ALL ENTRANCES/EXITS TO THE CONSTRUCTION SITE SHALL BE STABILIZED USING METHODS DESIGNED TO REDUCE TRANSPORT OF SEDIMENT OFF SITE.
B. STABILIZING MEASURES MAY INCLUDE BUT ARE NOT LIMITED TO USE OF GRAVEL PADS, STEEL RUMBLE PLATES, TEMPORARY PAVING, ETC.
C. ANY SEDIMENT OR OTHER MATERIALS TRACKED OFF SITE SHALL BE REMOVED THE SAME DAY AS THEY ARE TRACKED USING DRY CLEANING METHODS.
D. ENTRANCES/EXITS SHALL BE MAINTAINED UNTIL GRADED AREAS HAVE BEEN STABILIZED BY STRUCTURES, LONG-TERM EROSION CONTROL MEASURES OR LANDSCAPING.
E. APPLY CONCRETE, ASPHALT, AND SEAL COAT ONLY DURING DRY WEATHER.
F. COVER STORM DRAINS AND MANHOLES WITHIN THE CONSTRUCTION AREA WHEN PAVING OR APPLYING SEAL COAT, SLURRY, FOG SEAL, ETC.
G. 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.

2. 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.

3. 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 50 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.

4. 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.

5. 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 IMPORTATION, 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.

6. 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 INCLUDED 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.

SITE SPECIFIC EROSION CONTROL NOTES:

1. PERIMETER CONTROL BMP'S AND STABILIZED CONSTRUCTION ENTRANCES SHALL BE IN PLACE PRIOR TO ANY GROUND DISTURBANCE.

2. 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.

3. 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.

4. THE CONTRACTOR MAY UTILIZE RUMBLE PLATES IN LIEU OF RIP RAP AT THE CONSTRUCTION ENTRANCES AS LONG AS THEY ACCOMPLISH THE DESIRED RESULTS.

5. ANY SEDIMENTS TRACKED OFFSITE SHALL BE CLEANED DAILY BY MEANS OF MOBILE STREET SWEEPERS.

6. ANY GRADED AREAS THAT ARE GOING TO SIT IDLE FOR MORE THAN TWO WEEKS, SHALL HAVE AN APPROPRIATE GROUND COVER BMP APPLIED.

7. 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 SPLICED 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 (51MM) 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.

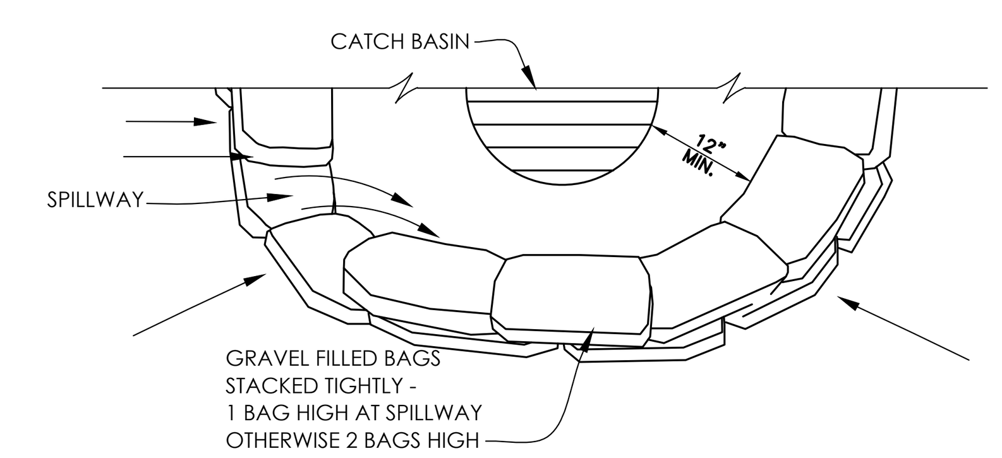
FILL GRAVEL BAGS ONE HALF FULL WITH GRAVEL.

GATHER TOP OF GRAVEL BAG AND TIE SECURELY WITH HEAVY STRING.

CARE SHOULD BE TAKEN TO STACK GRAVEL BAGS IN ACCORDANCE WITH THE ILLUSTRATIONS. STAMP EACH GRAVEL BAG INTO PLACE, COMPLETING EACH LAYER PRIOR TO STARTING THE NEXT LAYER.

GRAVEL BAG INSTALLATION

SCALE: N.T.S.



CATCH BASIN INLET SEDIMENT BARRIER

SCALE: N.T.S.

NOTES:

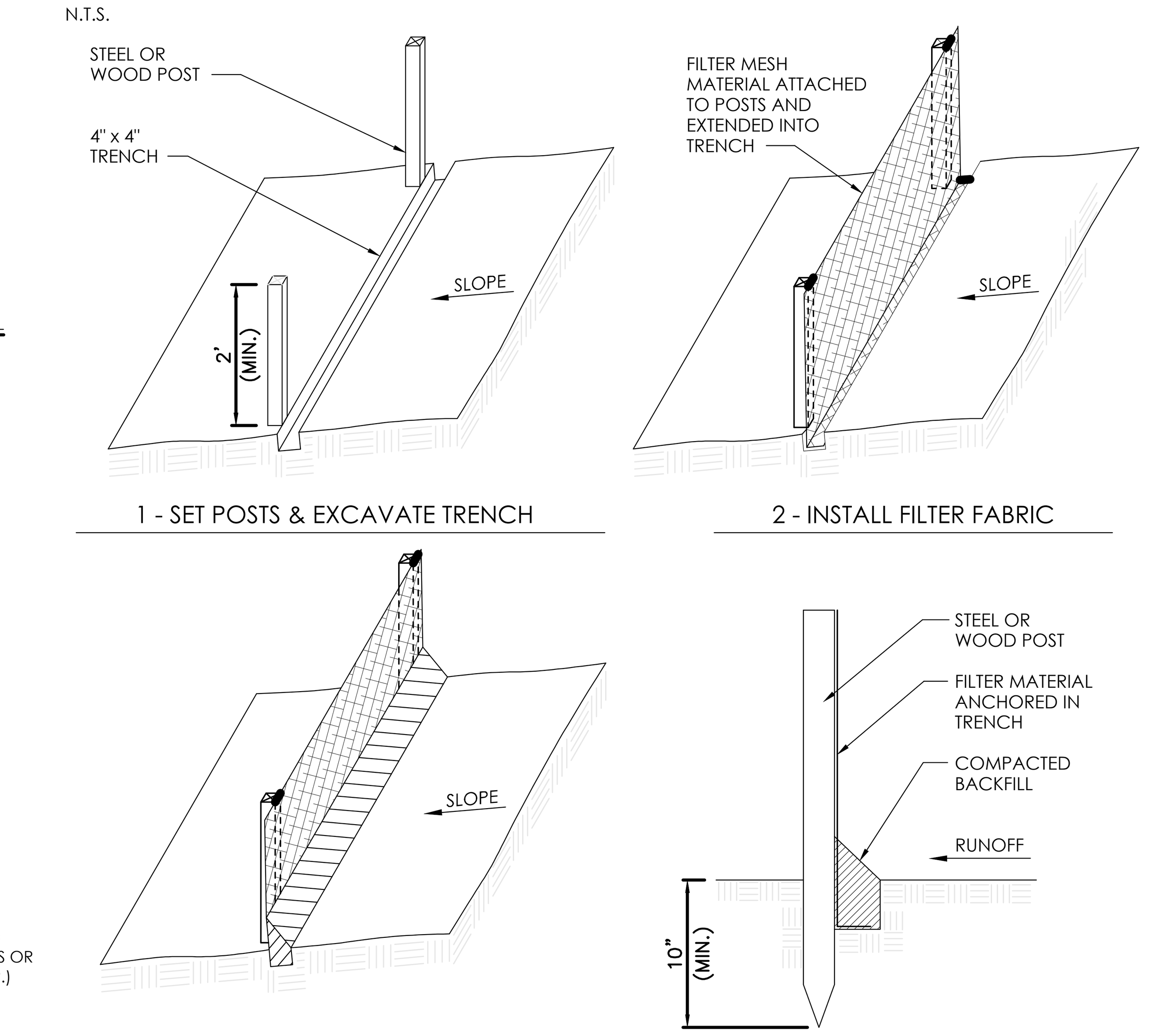
1. ALL CONCRETE TRUCKS AND FINISHING TOOLS SHALL BE WASHED AT THE WASH OFF AREA.
2. ALL CONCRETE WASTE COLLECTED IN WASH OFF AREA SHALL BE RECYCLED OR APPROPRIATELY DISPOSED OF OFF-SITE.
3. LOCATION AND SIZE OF WASH-OFF AREA MAY BE ADJUSTED TO ACCOMMODATE SITE CONDITIONS.

TYPICAL CONCRETE WASH-OFF AREA SECTION

SCALE: N.T.S.

SILT FENCE INSTALLATION

N.T.S.



1 - SET POSTS & EXCAVATE TRENCH

2 - INSTALL FILTER FABRIC

3 - BACKFILL TRENCH

4 - CROSS SECTION OF INSTALLED FILTER FABRIC

SILT FENCE CONSTRUCTION DETAIL

SCALE: N.T.S.

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REGISTERED PROFESSIONAL ENGINEER
MICHAEL C. HAMILTON
NO 62696
CIVIL
STATE OF CALIFORNIA

No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
EROSION AND SEDIMENT 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 Weyerhauser 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 plams 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 DECAYING 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 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBICA 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.

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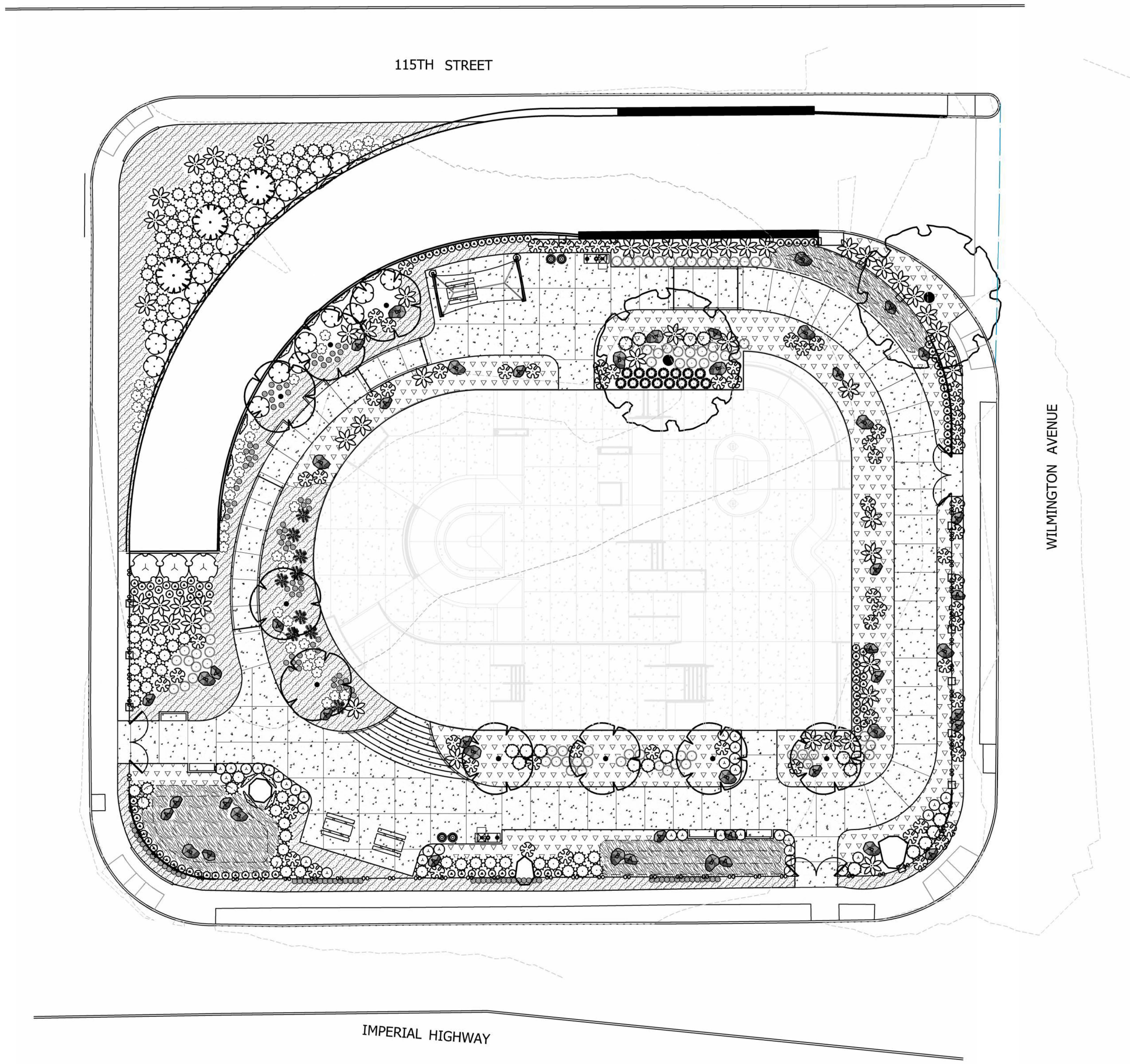
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
PLANTING
SPECIFICATIONS/NOTES

SHEET NUMBER
L-1.00



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	
	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	
▲	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	
	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

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

0 20 40 60 feet
1"=20'-0"

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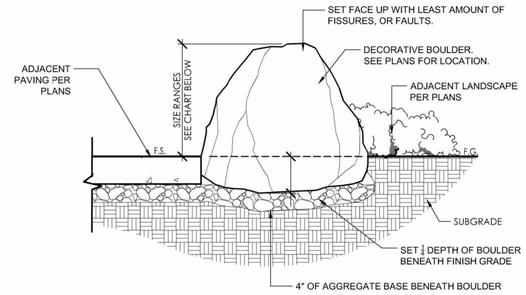
LICENSED LANDSCAPE ARCHITECT
AMANDA KLEMASKE No. 6504
[illegible]
Signature
4/24/21
Renewal Date
Date
STATE OF CALIFORNIA

No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
PLANTING PLAN

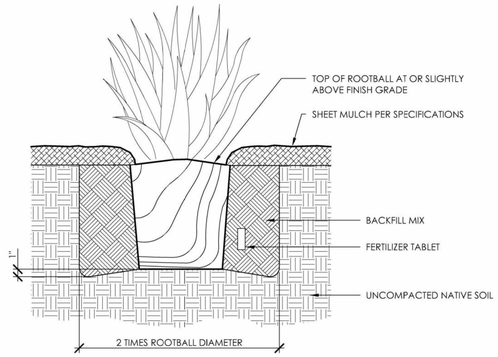
SHEET NUMBER
L-1.01



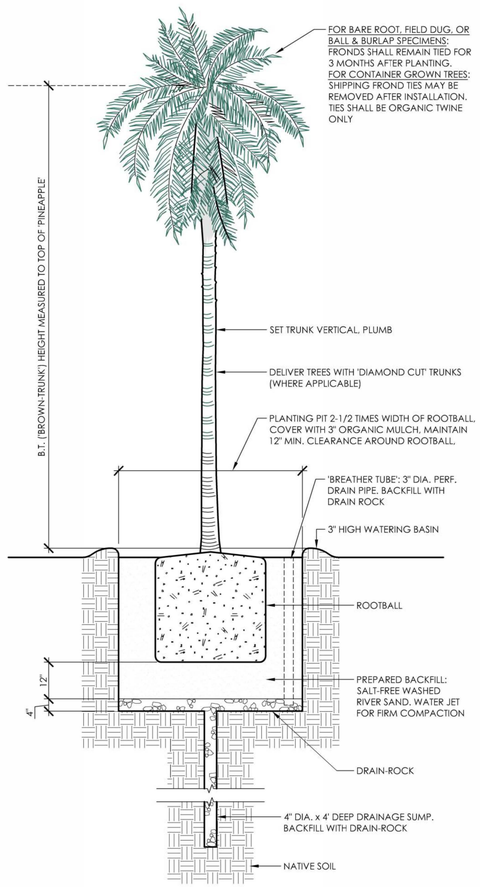
BOULDER SIZING:
PROVIDE QUANTITIES OF BOULDERS PER QUANTITIES SHOWN ON PLANS. APPROXIMATE SIZE OF BOULDERS:
SIZE A: 18"-24"Ø
SIZE B: 24"-36"Ø

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

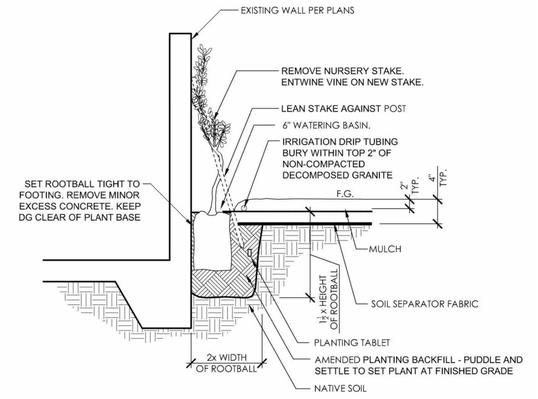
F BOULDER INSTALLATION
3/4" = 1'-0" RRM-WA-44



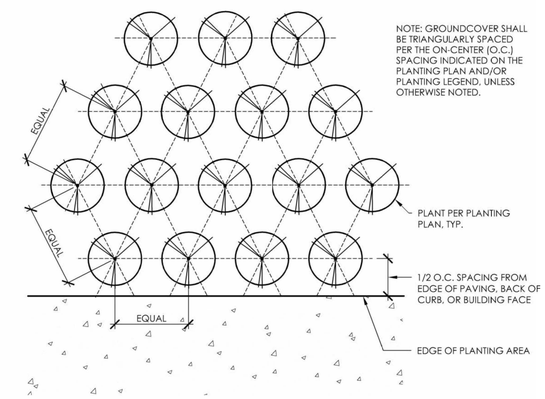
C SHRUB PLANTING
1 1/2" = 1'-0" RRM-WA-32



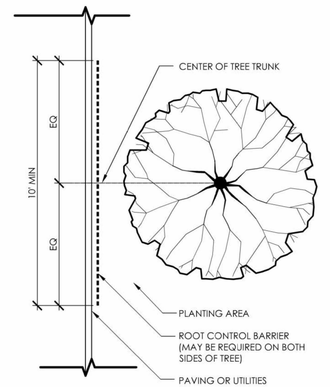
G PALM TREE PLANTING
1/2" = 1'-0" RRM-WA-02



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



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



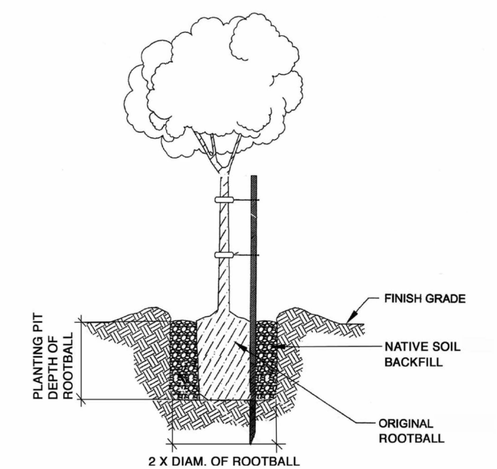
NOTES:
A. INSTALL ROOT BARRIER WHEN TRUNK IS WITHIN 5' OF PAVING OR UTILITIES.
B. INSTALL ROOT BARRIER PER MANUFACTURER'S RECOMMENDATIONS.

PLAN VIEW

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

CITY OF LOS ANGELES LANDSCAPE ORDINANCE

Guidelines D—Planting Techniques



A TREE PLANTING
1/2" = 1'-0"

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

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
1. WRITTEN DIMENSIONS ARE TO TAKE PRECEDENCE OVER SCALED DIMENSIONS. NOTIFY CITY ENGINEER OF ANY DISCREPANCIES FOUND IN THE FIELD.
2. WHERE REFERENCE IS MADE TO VARIOUS TEST STANDARDS FOR MATERIALS, SUCH STANDARDS SHALL BE THE LATEST EDITION AND/OR ADDENDUM.
3. ALL SKATE PARK STRUCTURE CONCRETE AND SHOTCRETE SHALL BE MINIMUM 4000 PSI.
4. ALL EDGES AND CORNERS OF CONCRETE FEATURES SHALL HAVE 1/4" RADII, UNLESS NOTED OTHERWISE.
5. 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.
6. 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.
7. 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.
8. ALL SKATE PARK STRUCTURE GRADING, COMPACTION, AND EARTHWORK SHALL COMPLY WITH THE RECOMMENDATIONS AND REQUIREMENTS OF THE GEOTECHNICAL REPORT.
9. ALL REINFORCING BARS SHALL HAVE A 24" OVERLAP; TYP. SEE SPECIFICATIONS.
10. 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.
11. ALL RADIAL SHOTCRETE APPLICATIONS SHALL HAVE A RESPECTIVE TEMPLATE READY AND IN PLACE PRIOR TO SHOTCRETE PLACEMENT. SEE SHOTCRETE TEMPLATE DETAIL.
12. CONTRACTOR MUST POUR 4' X 4' TEST PANELS MINIMUM 7 DAYS PRIOR TO CONCRETE PLACEMENT ONE FOR EACH COLOR AND FINISH.

B. EXCAVATIONS
1. ALL EXCAVATIONS AND SUBGRADE PREPARATIONS SHALL BE IN CONFORMANCE WITH THE PROJECT GEOTECHNICAL REPORT.
2. 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.
3. 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.

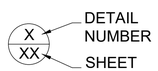
C. SHOTCRETE
1. ALL SHOTCRETE SHALL BE A MINIMUM 6-INCH THICK UNLESS SHOWN OTHERWISE.
2. AT A MINIMUM, SHOTCRETE SHALL BE USED IN ALL LOCATIONS INDICATED IN THE PLANS AND DETAILS. ALL SHOTCRETE WORK SHALL CONFORM TO THE SPECIFICATION FOR MATERIALS, PROPORTIONING, AND APPLICATION OF SHOTCRETE (ACI506.2-95).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

D. CONCRETE
1. ALL SKATE PARK CONCRETE SHALL HAVE A HARD TROWEL FINISH UNLESS NOTED OTHERWISE.
2. ALL SKATE PARK STRUCTURE CONCRETE SHALL BE A MINIMUM 6-INCH THICK UNLESS SHOWN OTHERWISE.
3. 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:
4. CONCRETE FOOTINGS AND PADS MAY BE POURED AGAINST NEAT EXCAVATIONS.
5. CURING OF CONCRETE SHALL BE PER THE SKATE PARK STRUCTURE CONCRETE PAVING 02520 AND SHOTCRETE 03370 SPECIFICATIONS SECTIONS.
6. ALL REINFORCING BARS, ANCHOR BOLTS AND CONCRETE INSERTS SHALL BE SECURED IN POSITION AND INSPECTED BY SPECIAL INSPECTOR PRIOR TO PLACING CONCRETE.
7. 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.
8. ALL CONCRETE SHALL BE PROTECTED BY CONTRACTOR FOR ANY DAMAGES OR GRAFFITI.

E. REINFORCEMENT
1. ALL REINFORCING STEEL SHALL BE DEFORMED BARS CONFORMING TO ASTM A-615 GRADE 60.
2. ALL REINFORCING BARS SHALL HAVE A 24-INCH OVERLAP, TYP.; SEE SPECIFICATIONS.
3. ALL REINFORCING IN CONCRETE SHALL BE CONTINUOUS OR LAPPED IN ACCORDANCE WITH ACI 318.
4. 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.
5. ALL REINFORCEMENT TO BE WELDED SHALL BE A706 GRADE 60.
6. 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		
Ø	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.

LEGEND	
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.
B	BLEND ZONE: BLEND BETWEEN MULTIPLE FEATURES.
	6"Ø SHEDULE 40 PVC STORM DRAINLINE SLOPE AT 0.5% UNLESS SHOWN OTHERWISE.
	DECK DRAIN; SEE DETAIL 20/SP8.3

THE SKATEPARK PROJECT™

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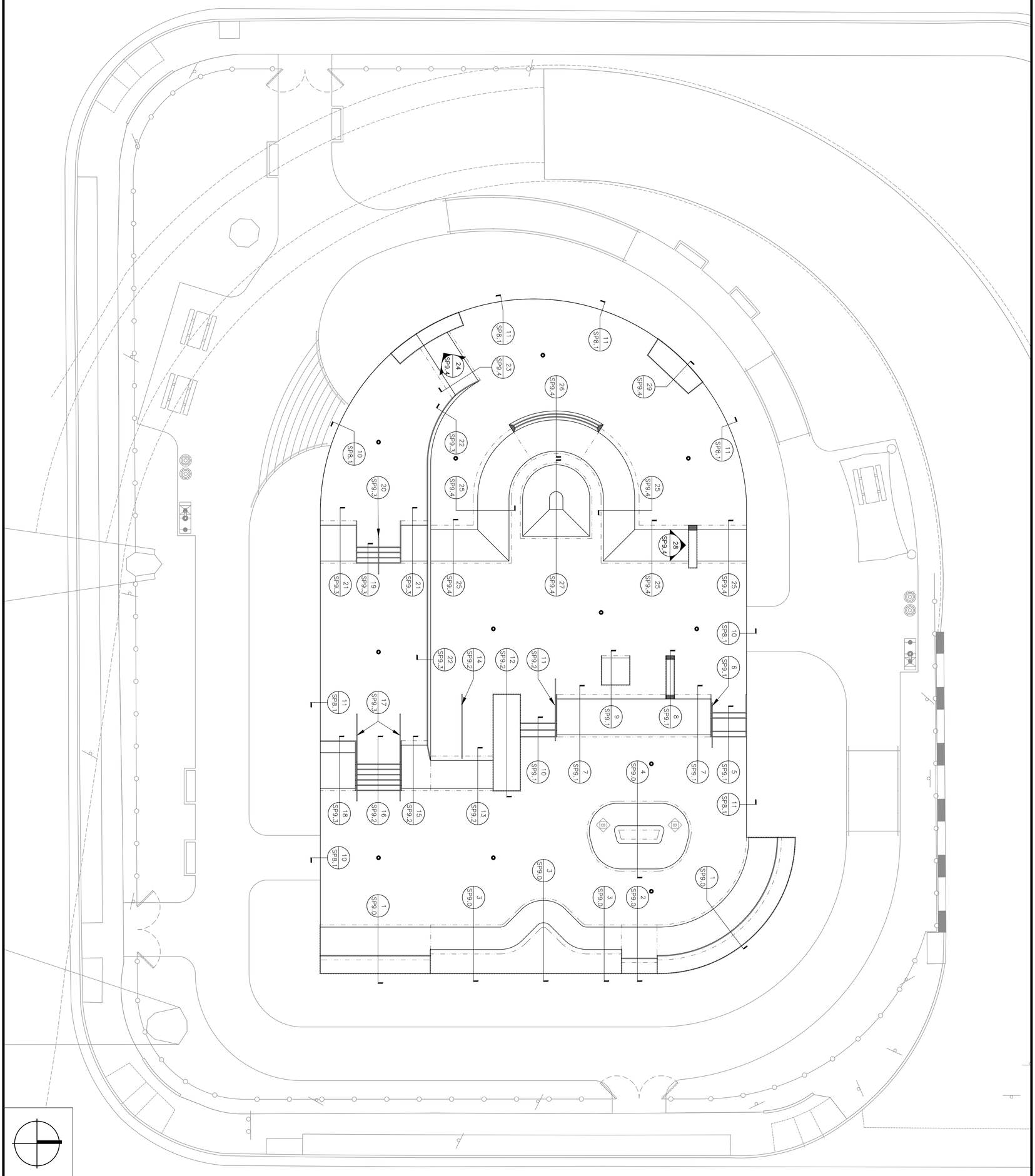
PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
SKATEPARK GENERAL NOTES

SHEET NUMBER

SP-1.0



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

SP-2.0

SHEET NUMBER

SHEET TITLE:
SKATEPARK CONSTRUCTION PLAN

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

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DIMENSIONS TAKEN FROM SOUTHEAST CORNER OF OFF RAMP WALL

DIMENSIONS TAKEN FROM NORTHWEST CORNER OF EXISTING PLANTING AREA

0'-0" 10'-0" 30'-0"

SCALE: 1" = 10'-0"

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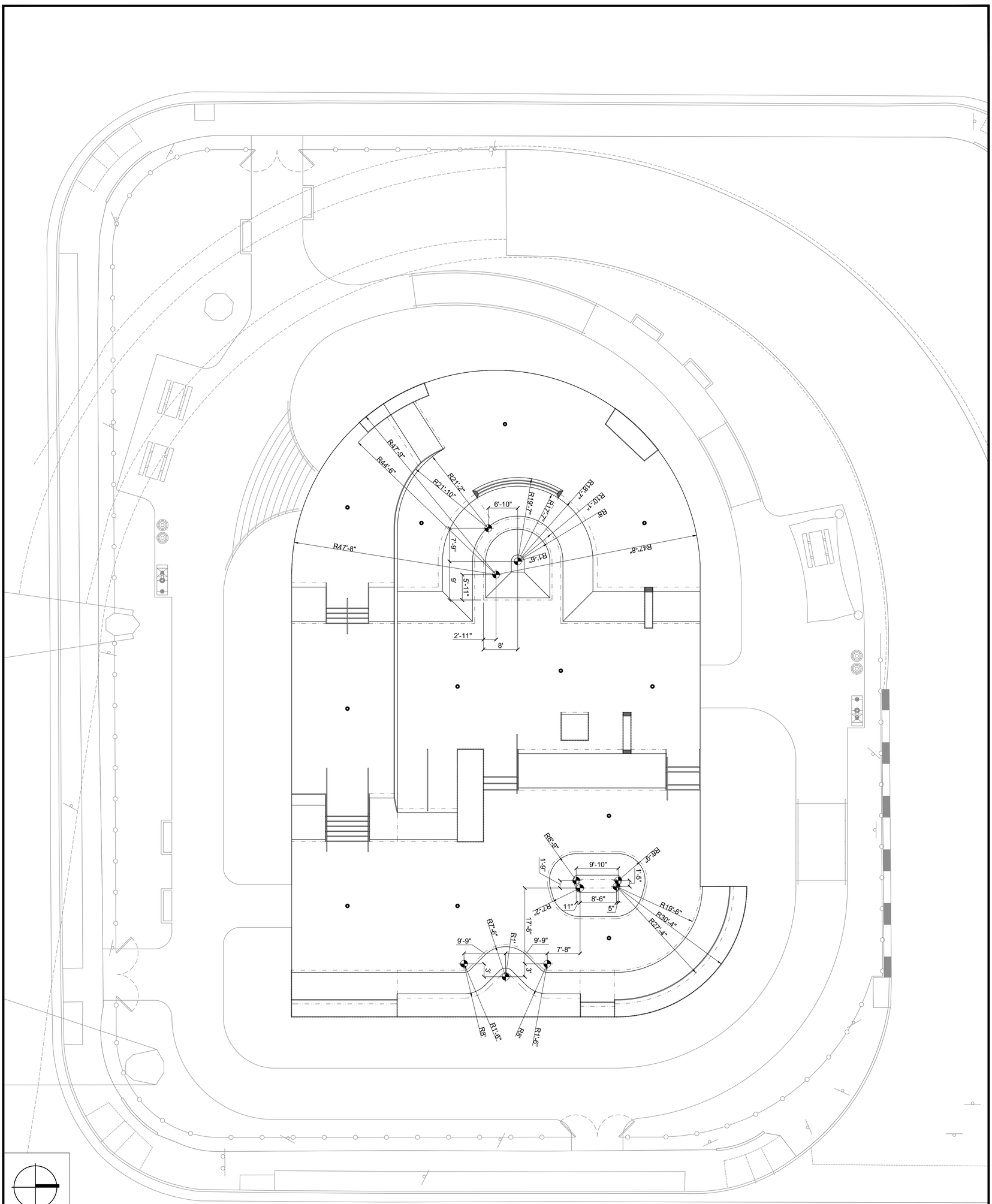
CALIFORNIA

SHEET TITLE:
SKATEPARK LAYOUT PLAN

SHEET NUMBER

SP-3.0



SP-3.1

SHEET NUMBER

SHEET TITLE:
SKATEPARK RADIUS LAYOUT PLAN

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

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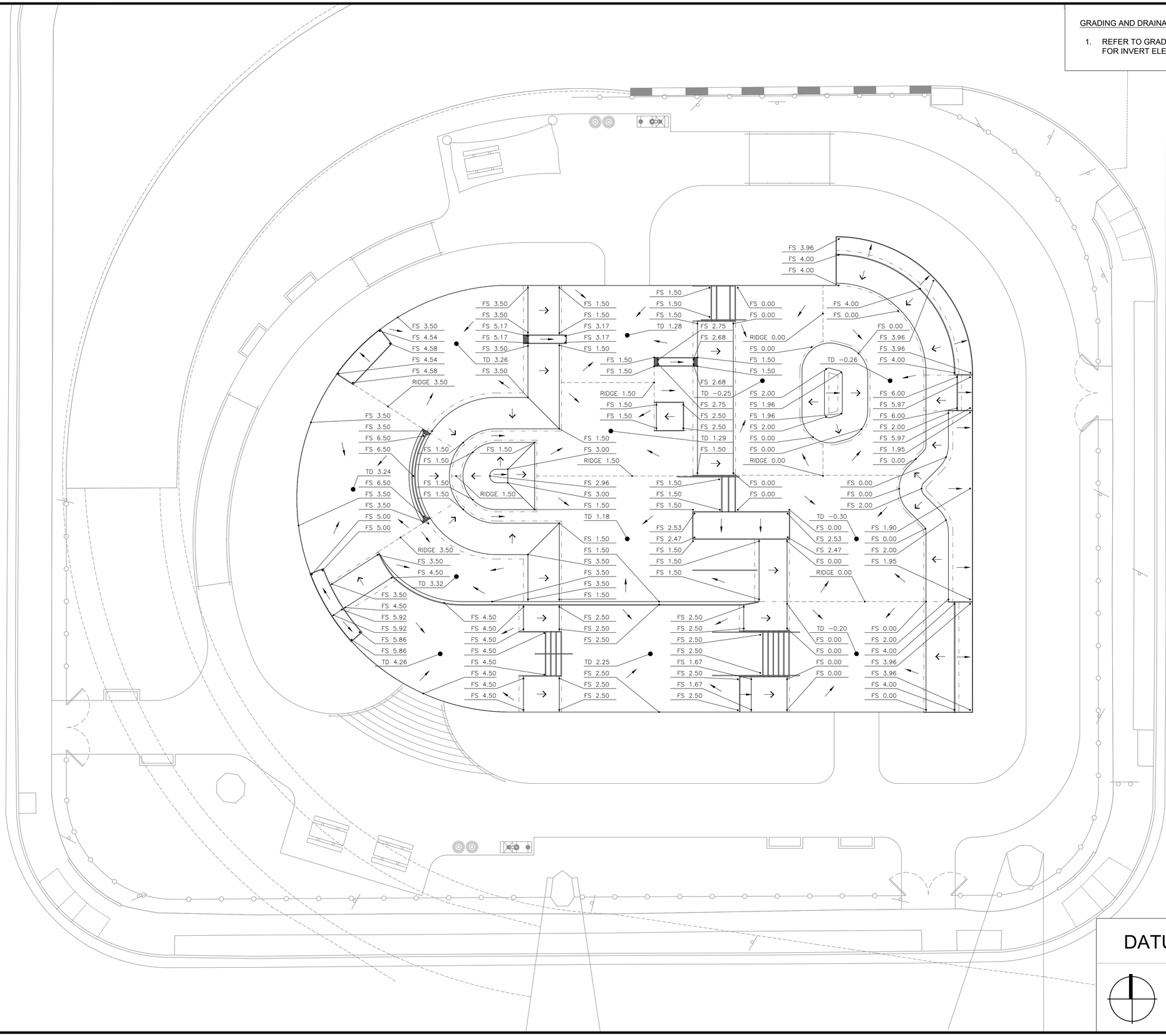
GRADING AND DRAINAGE NOTES:

1. REFER TO GRADING AND DRAINAGE PLAN, SHEET C-1.0, FOR INVERT ELEVATIONS AND STORM DRAIN LAYOUT.



DATUM: 0.00 = 94.00

0'-0" 10'-0" 30'-0"

SCALE: 1" = 10'-0"

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PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
SKATEPARK GRADING AND DRAINAGE PLAN

SHEET NUMBER

SP-4.0

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:

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

0'-0" 10'-0" 30'-0"

SCALE: 1" = 10'-0"

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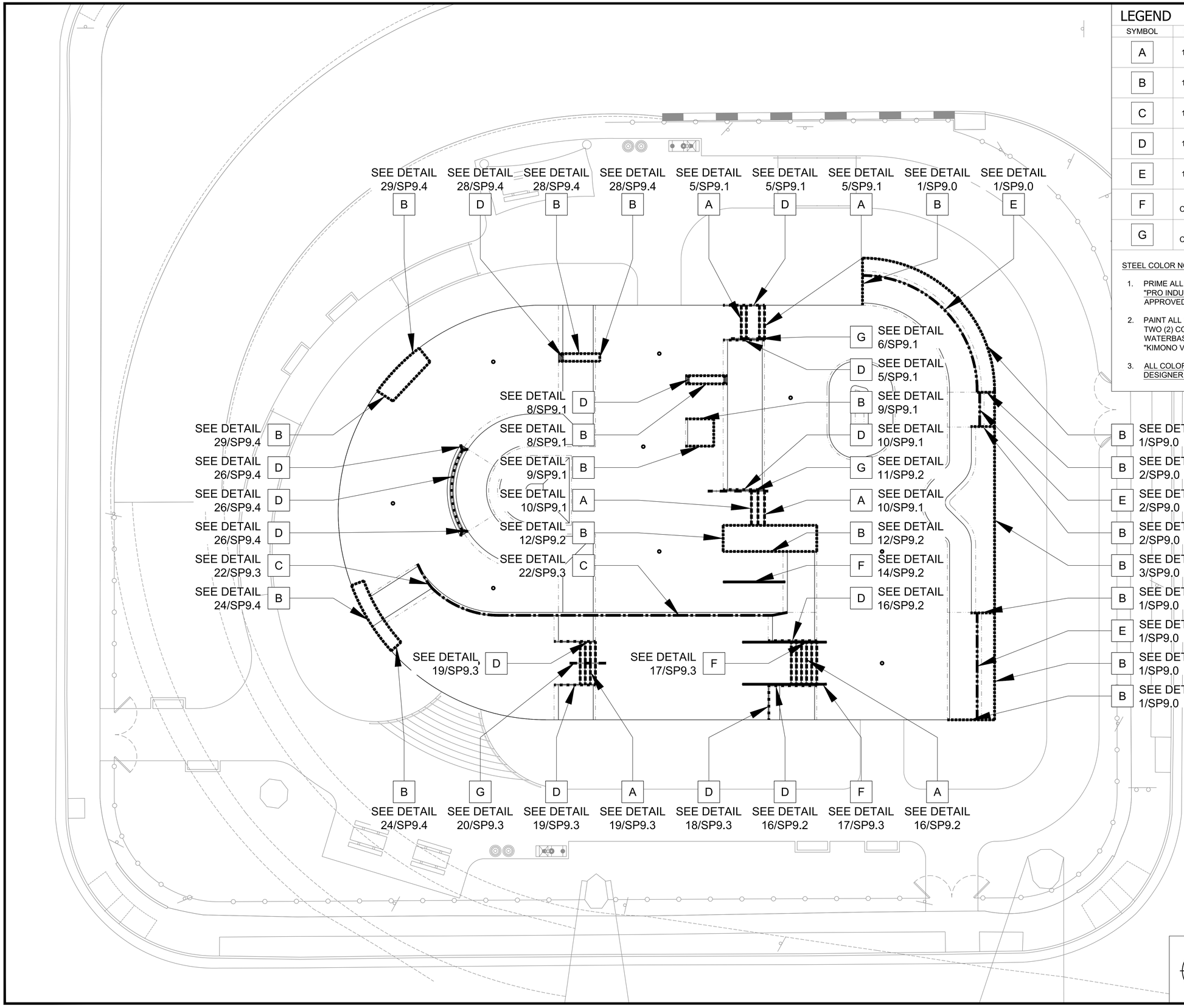
CALIFORNIA

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:

1. PRIME ALL SKATEPARK STEEL EDGING AND GRADING RAILS WITH "PRO INDUSTRIAL WATERBASED ALKYD URETHANE" OR APPROVED EQUAL.
2. 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.
3. ALL COLORS TO BE SUBMITTED FOR REVIEW AND APPROVED BY DESIGNER PRIOR TO APPLICATION.

0'-0" 10'-0" 30'-0"

SCALE: 1" = 10'-0"

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PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
SKATEPARK METALS PLAN

SHEET NUMBER

SP-6.0

METAL LAYOUT NOTES:

1. REFERENCE METALS PLAN SP6.0 AND DETAILS FOR CUSTOM METAL PROFILES AND ADDITIONAL DIMENSIONS.

0'-0" 10'-0" 30'-0"

SCALE: 1" = 10-0"

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LOS ANGELES,
CALIFORNIA

SHEET TITLE:
SKATEPARK METALS LAYOUT PLAN

SHEET NUMBER

SP-6.1

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.

0'-0" 10'-0" 30'-0"

SCALE: 1" = 10'-0"

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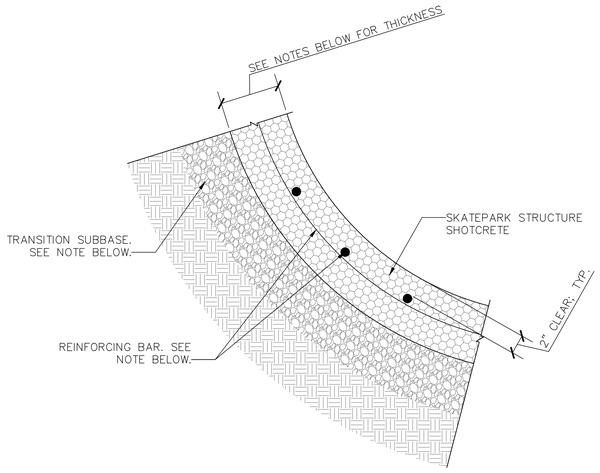
CALIFORNIA

SHEET TITLE:
SKATEPARK JOINTING PLAN

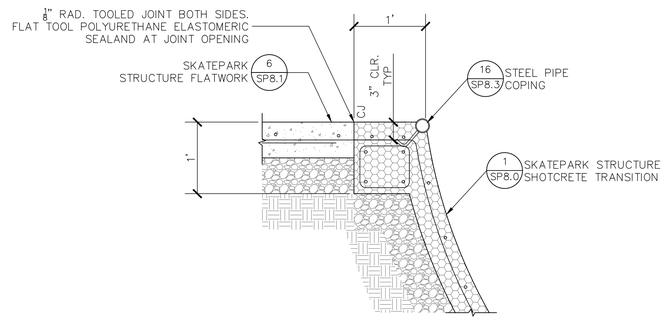
SHEET NUMBER

SP-7.0



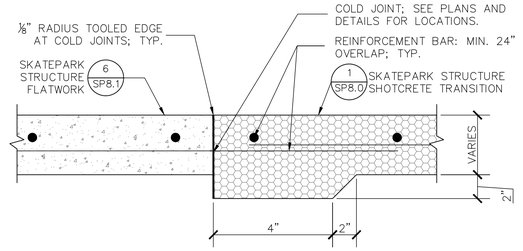
NOTES:
1. SEE SKATEPARK STRUCTURE LEGEND SP1.0 FOR SHOTCRETE THICKNESS AND REINFORCEMENT SCHEDULE.
2. SEE TRANSITION SUBBASE APPLICATION DETAIL 4/SP8.0 FOR SUBBASE REQUIREMENTS.
3. SEE SHOTCRETE TEMPLATE DETAIL 5/SP8.0.
4. ALL SHOTCRETE TO HAVE A HARD TROWEL FINISH UNLESS NOTED OTHERWISE.

SKATEPARK STRUCTURE SHOTCRETE TRANSITION — NTS — 1



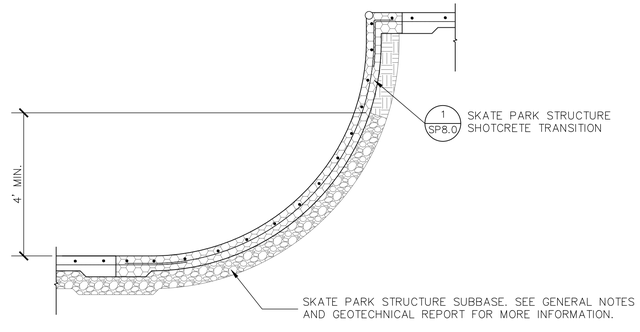
NOTE:
1. BUILD BOND BEAMS AT TOPS OF ALL SHOTCRETE TRANSITIONS UNLESS SPECIFICALLY SHOWN OTHERWISE IN THE SKATEPARK DETAILS.

SHOTCRETE BOND BEAM — NTS — 2



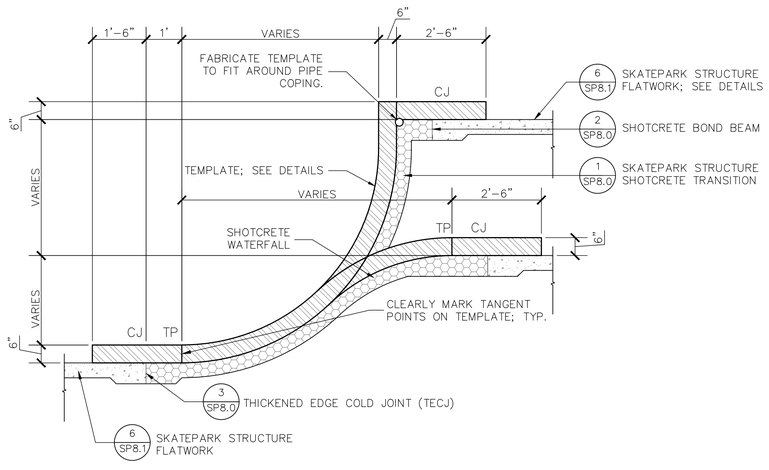
NOTE:
1. ALL REINFORCEMENT BAR SHALL HAVE MIN. 24" OVERLAP.
2. SEE CONSTRUCTION PLAN AND DETAILS FOR COLD JOINT LOCATIONS.
3. THICKENED SHOTCRETE EDGE SHALL BE CONSTRUCTED ON ALL SHOTCRETE TRANSITIONS BOTTOM LOCATIONS

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

THE SKATEPARK PROJECT™

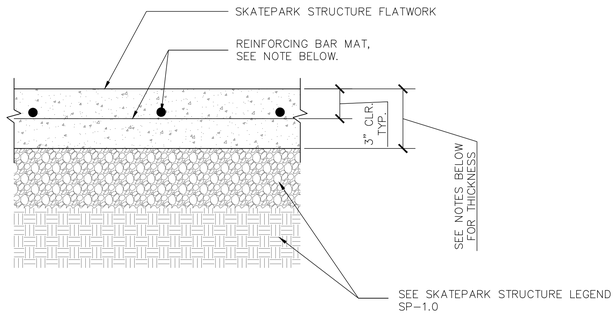
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES,
CALIFORNIA

SHEET TITLE:
STANDARD SKATEPARK DETAILS

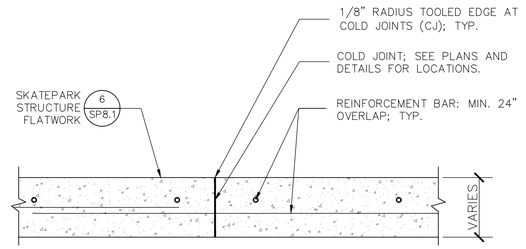
SHEET NUMBER

SP-8.0



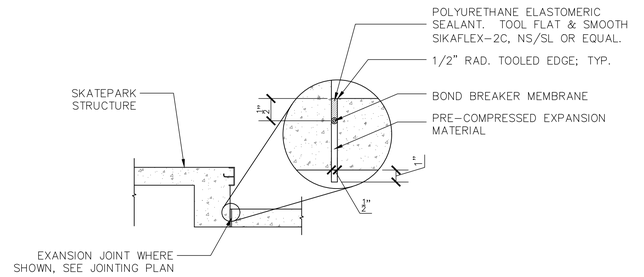
NOTES:
1. SEE SKATEPARK STRUCTURE LEGEND FOR FLATWORK THICKNESS AND REINFORCEMENT REQUIREMENTS.
2. ALL SKATEPARK STRUCTURE FLATWORK SHALL BE CONSTRUCTED ON SUBBASE AND SUBGRADE MATERIAL PER THE PROJECT PLANS AND GENERAL NOTES.
3. ALL FLATWORK TO HAVE A HARD TROWEL FINISH UNLESS NOTED OTHERWISE

SKATEPARK STRUCTURE FLATWORK NTS 6



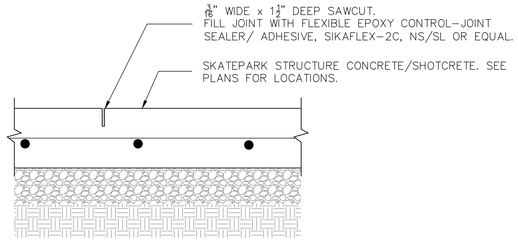
NOTE:
1. ALL REINFORCEMENT BAR SHALL HAVE MIN. 24" OVERLAP.
2. SEE CONSTRUCTION PLAN AND DETAILS FOR COLD JOINT LOCATIONS.

TYPICAL COLD JOINT (CJ) NTS 7



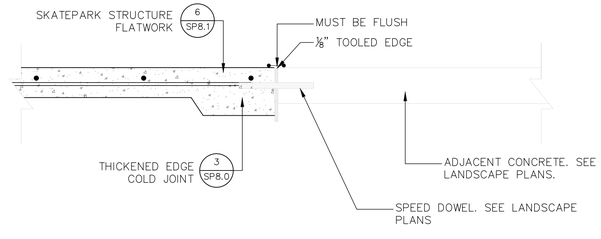
NOTE:
1. MINIMUM CAULKING THICKNESS WITH BOND BREAKER IN PLACE IS $\frac{1}{2}$".
2. SEE SKATE PARK JOINT PLAN SP6.0 AND DETAILS FOR LOCATIONS.

EXPANSION JOINT (EJ) NTS 8

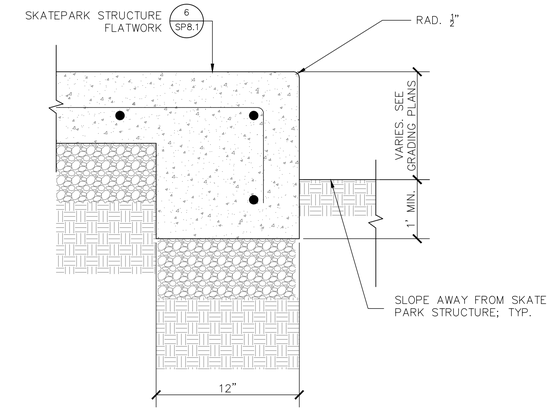


NOTE:
1. CONTRACTOR SHALL LOCATE SAWCUTS APPROXIMATELY EVERY 10' O.C. (100 SF) UNLESS SHOWN OTHERWISE.
2. SEE JOINTING PLAN FOR SAWCUT LOCATIONS.

SAWCUT NTS 9



SKATE PARK EDGE AT CONC. PAVEMENT NTS 10



SKATEPARK EDGE NTS 11

THE SKATEPARK PROJECT™

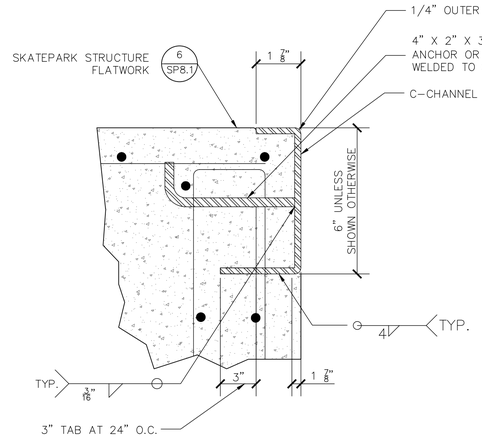
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
STANDARD SKATEPARK DETAILS

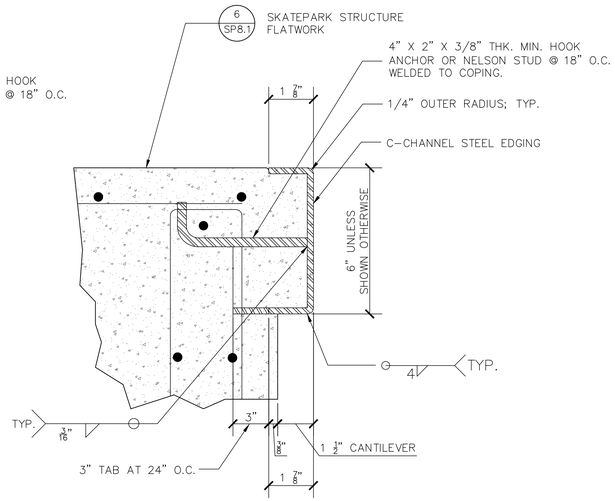
SHEET NUMBER

SP-8.1



NOTE:
1. SEE METALS PLAN SP6.0 FOR METAL PAINT COLORS AND LOCATIONS.

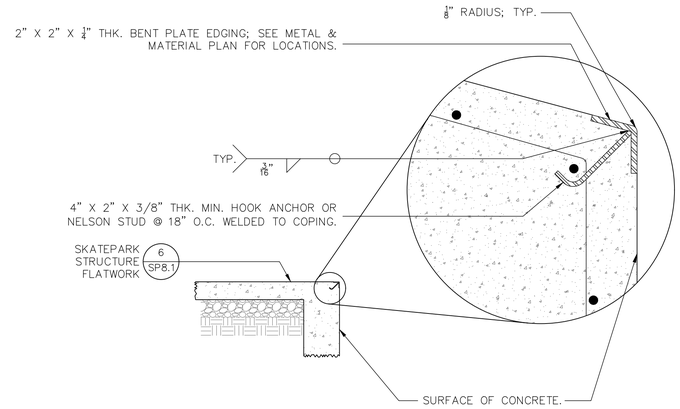
FLUSH C-CHANNEL EDGING



NOTE:
1. SEE METALS PLAN SP6.0 FOR METAL PAINT COLORS AND LOCATIONS.

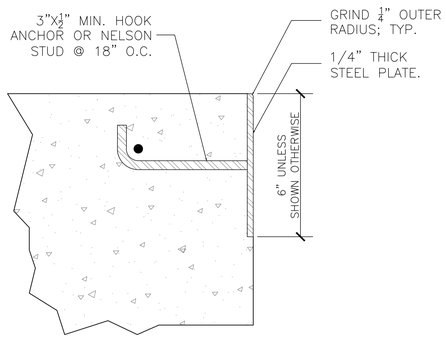
CANTILEVER C-CHANNEL EDGING

C-CHANNEL EDGING (FLUSH AND CANTILEVER) NTS 12

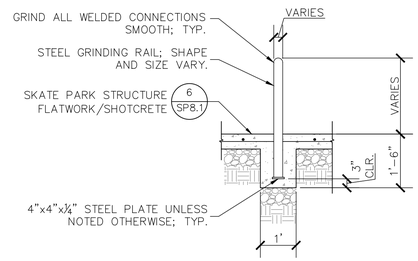


NOTE:
1. SEE METALS PLAN SP6.0 FOR METAL PAINT COLORS AND LOCATIONS.

BENT PLATE EDGING NTS 13

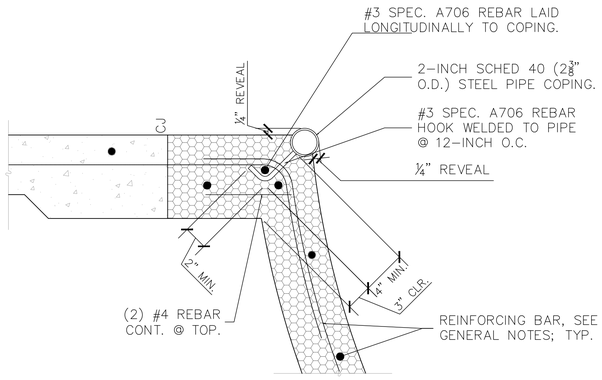


STEEL PLATE NTS 14



NOTE:
1. HOT DIP GALVANIZE RAIL AFTER FABRICATION.
2. GRIND ALL WELDED CONNECTIONS SMOOTH; TYP.
3. SEE METALS PLAN SP6.0 FOR STEEL PAINTING REQUIREMENTS.

SKATE RAIL FOOTING 1/2"=1'-0" 15



NOTES:
1. HOT DIP GALVANIZE COPING AFTER FABRICATION.
2. SEE DETAIL 17/SP8.3 FOR STEEL EDGING AND PIPE COPING TERMINATION.

STEEL PIPE COPING NTS 16

THE SKATEPARK PROJECT™

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PROJECT:
WATTS SKATE PARK
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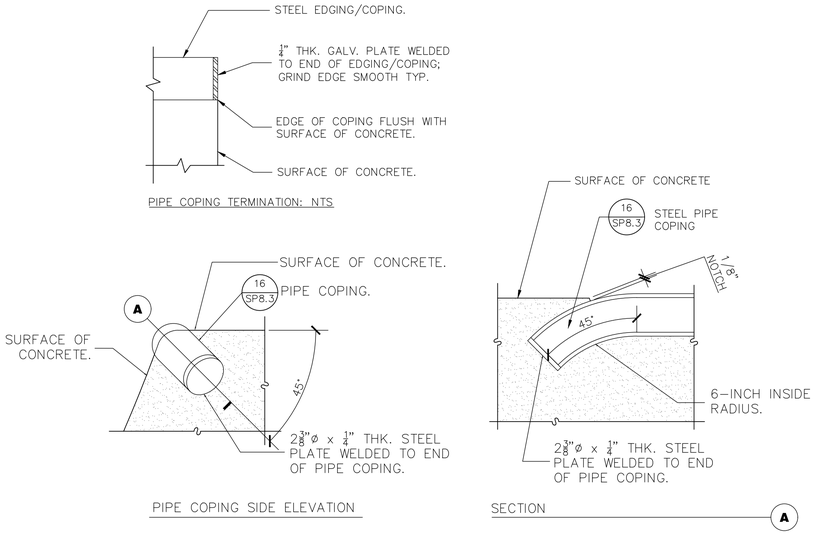
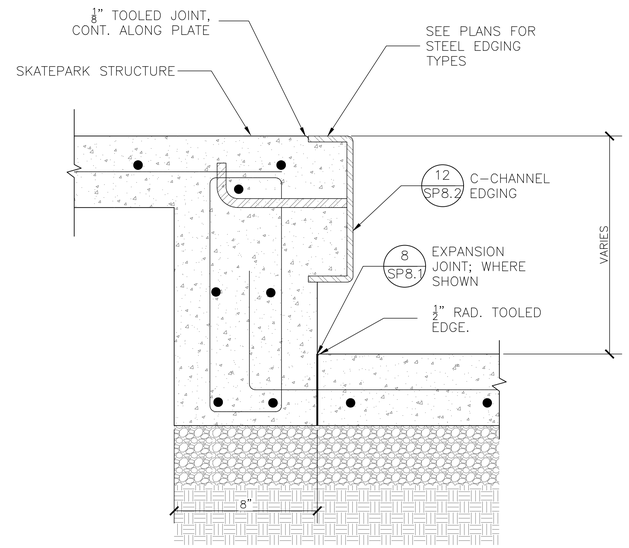
SHEET TITLE:
STANDARD SKATEPARK DETAILS

SHEET NUMBER

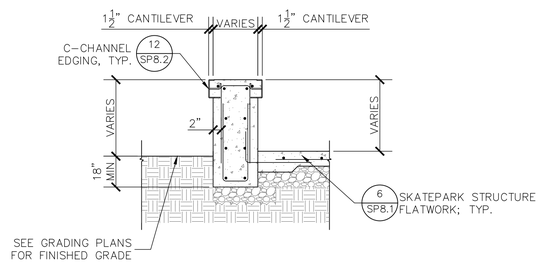
SP-8.2



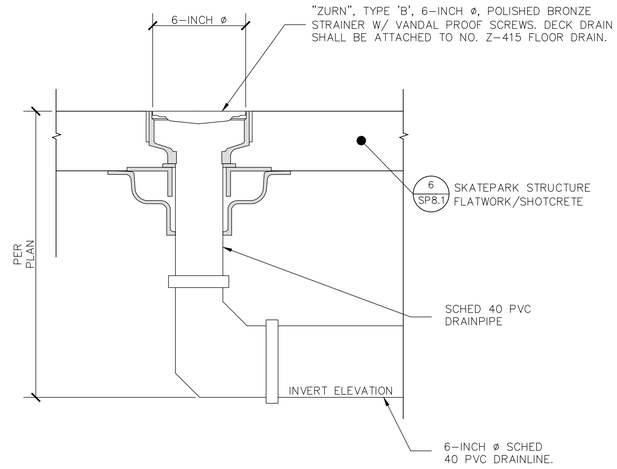
STEEL EDGING & PIPE COPING TERMINATION NTS 17



TURN DOWN WALL NTS 18



CAST IN PLACE LEDGE WITH C-CHANNEL EDGING NTS 19



(N) DECK DRAIN NTS 20

THE SKATEPARK PROJECT™

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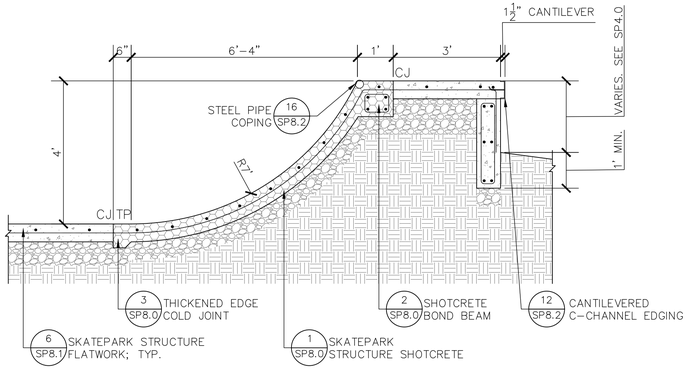
PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
STANDARD SKATEPARK DETAILS

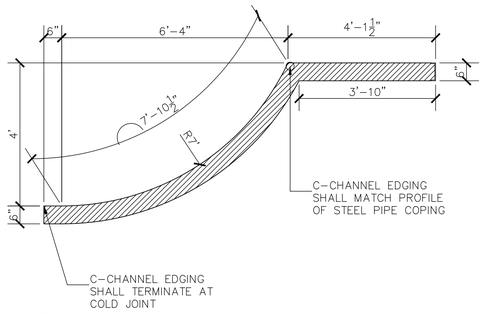
SHEET NUMBER

SP-8.3



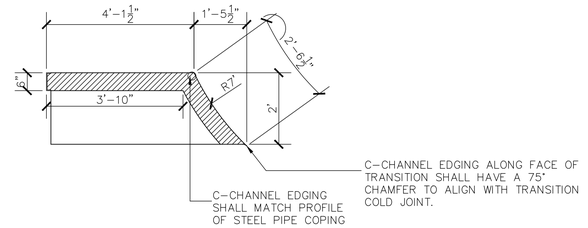
NOTE:
1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.
3. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

4' QUARTER PIPE



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

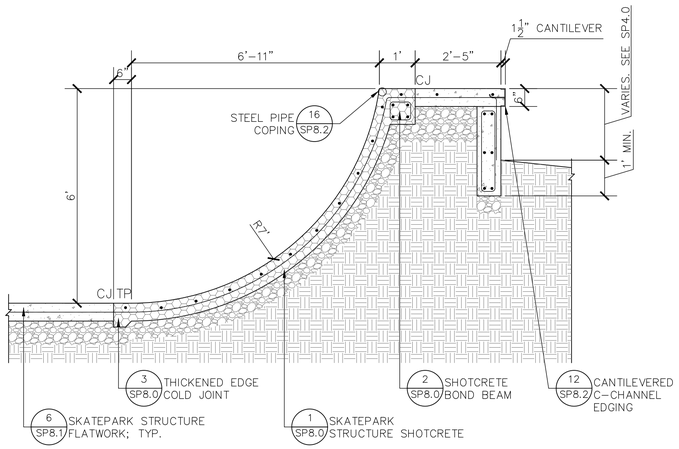
4' QUARTER PIPE C-CHANNEL LARGE END PROFILES



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

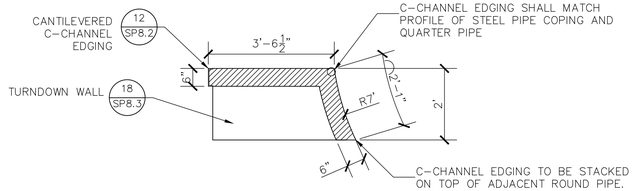
4' QUARTER PIPE C-CHANNEL SMALL END PROFILE

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



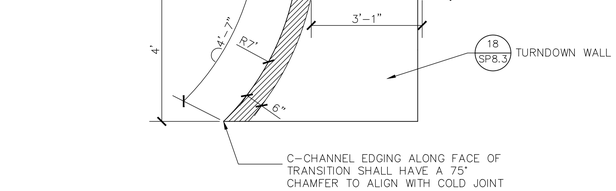
NOTE:
1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.
3. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

6' QUARTER PIPE



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

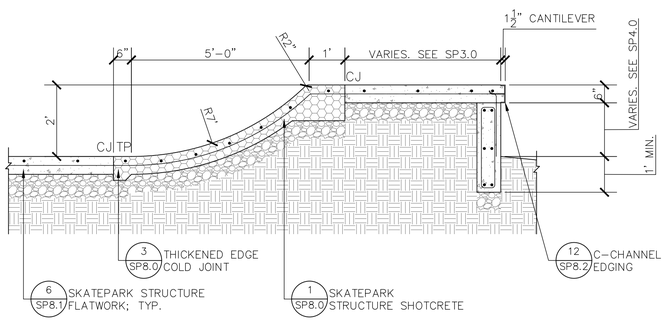
6' QUARTER PIPE NORTH SIDE C-CHANNEL PROFILE



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

6' QUARTER PIPE SOUTH SIDE C-CHANNEL PROFILE

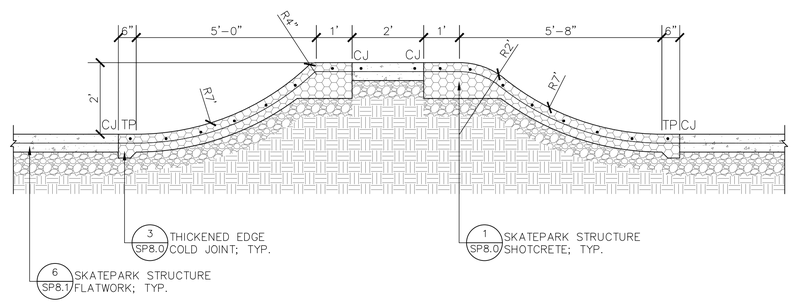
1/2"=1'-0" (2)



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

2' ROLL-IN

1/2"=1'-0" (3)



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

2' JUMP BOX

1/2"=1'-0" (4)

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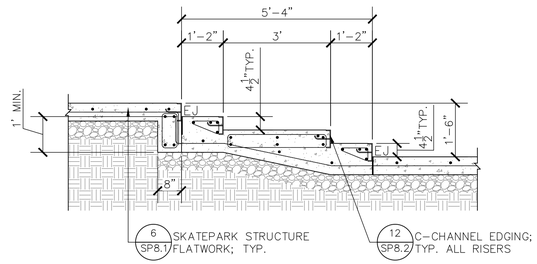
SKATEPARK DETAILS

SHEET NUMBER

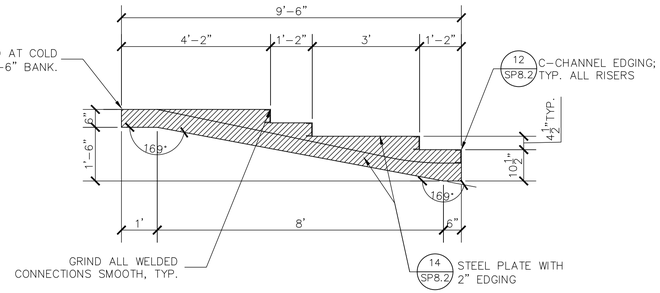
SP-9.0



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

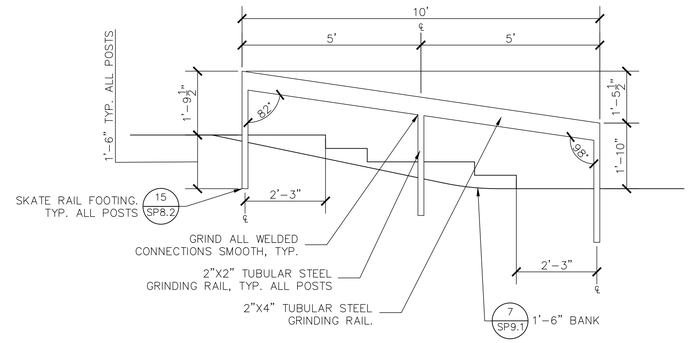
2-FLAT-2

1/2"=1'-0" 5



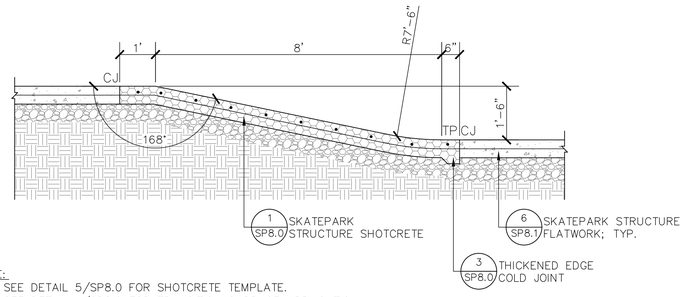
NOTE:
1. STEEL PLATE TO MATCH PROFILE OF 2-FLAT-2.
2. SEE LAYOUT PLAN SP3.0 FOR MORE INFORMATION.
3. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.
4. MIRROR THIS PROFILE FOR NORTH SIDE OF 2-FLAT-2.

2-FLAT-2 METAL PROFILES



2-FLAT-2 DOWN RAIL

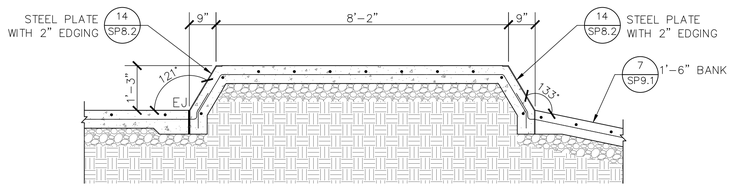
1/2"=1'-0" 6



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

1'-6" BANK

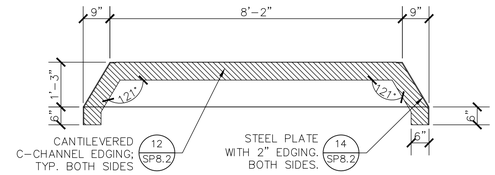
1/2"=1'-0" 7



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

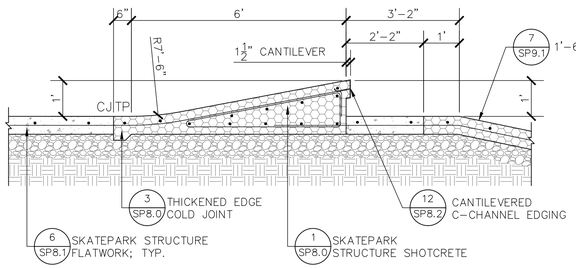
WALLY LEDGE

1/2"=1'-0" 8



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.

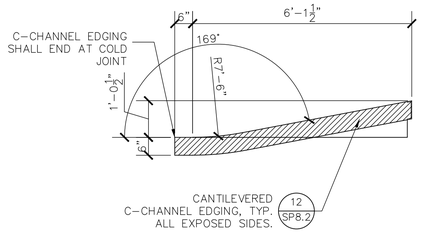
WALLY LEDGE METAL PROFILES



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

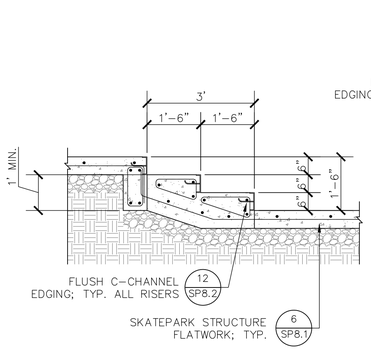
1'-0" KICKER

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.

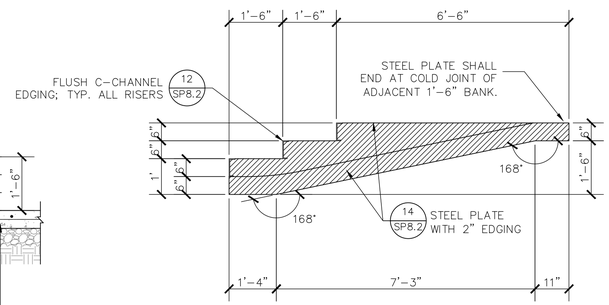
1'-0" KICKER METAL PROFILES



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

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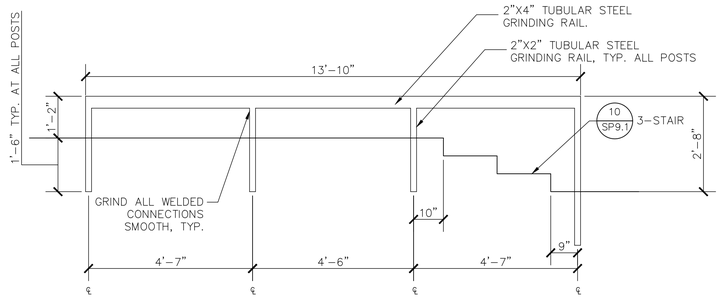
LOS ANGELES, CALIFORNIA

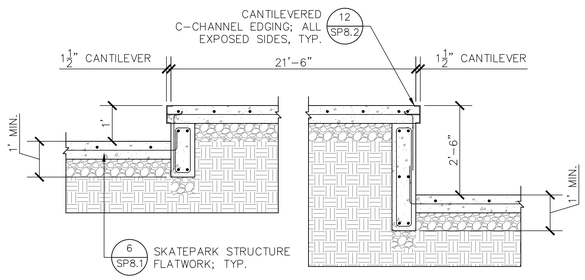
SHEET TITLE:
SKATEPARK DETAILS

SHEET NUMBER

SP-9.1

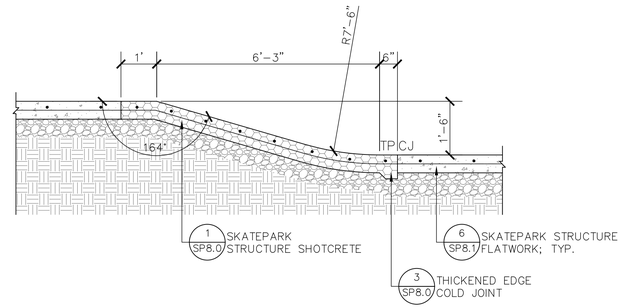


OUT RAIL 1/2"=1'-0" 11



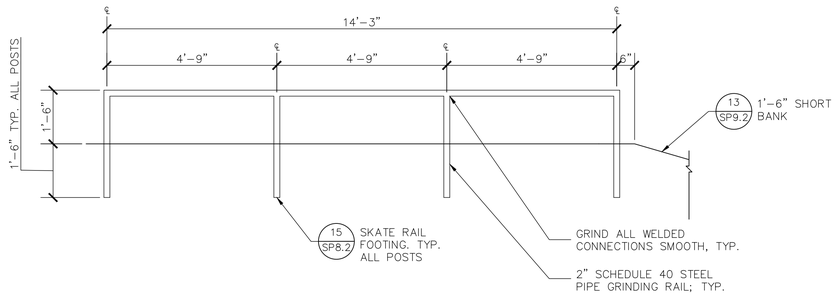
NOTE:
1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

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

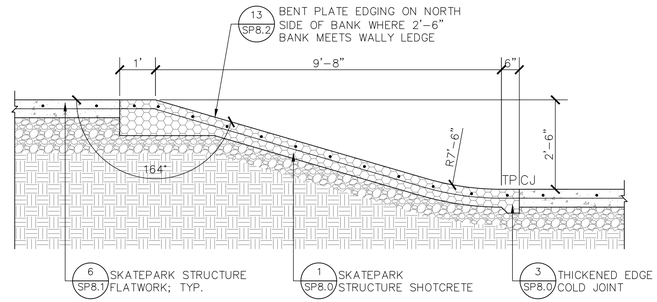


NOTE:
1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

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

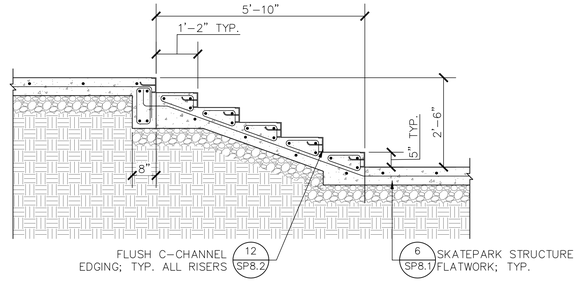


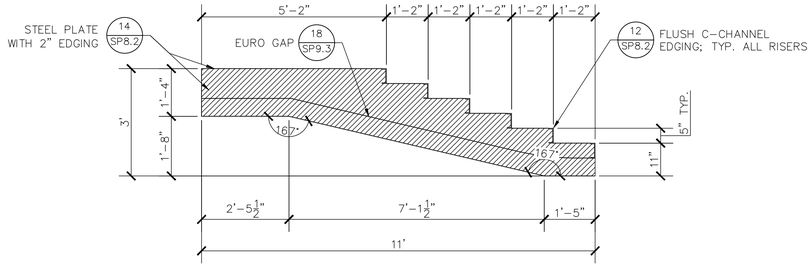
FLAT-BAR GRINDING RAIL 1/2"=1'-0" 14



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

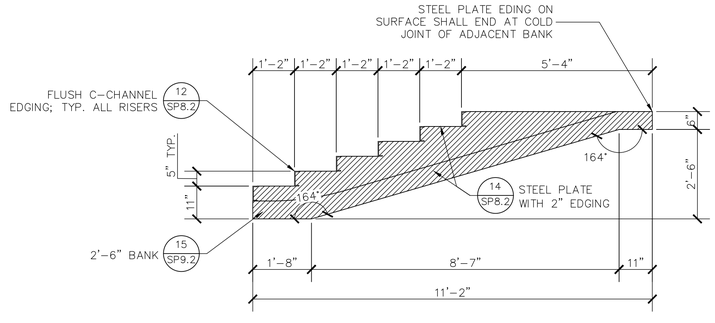
2'-6" BANK 1/2"=1'-0" 15





NOTE:
1. STEEL PLATE EDGINGS SHALL MATCH PROFILES OF 6-STAIR.
2. SEE LAYOUT PLAN SP3.0 FOR MORE INFORMATION.
3. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.

6-STAIR SOUTH SIDE METALS PROFILE



NOTE:
1. STEEL PLATE EDGINGS SHALL MATCH PROFILES OF 6-STAIR.
2. SEE LAYOUT PLAN SP3.0 FOR MORE INFORMATION.
3. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.

6-STAIR NORTH SIDE METALS PROFILE

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

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

THE SKATEPARK PROJECT™

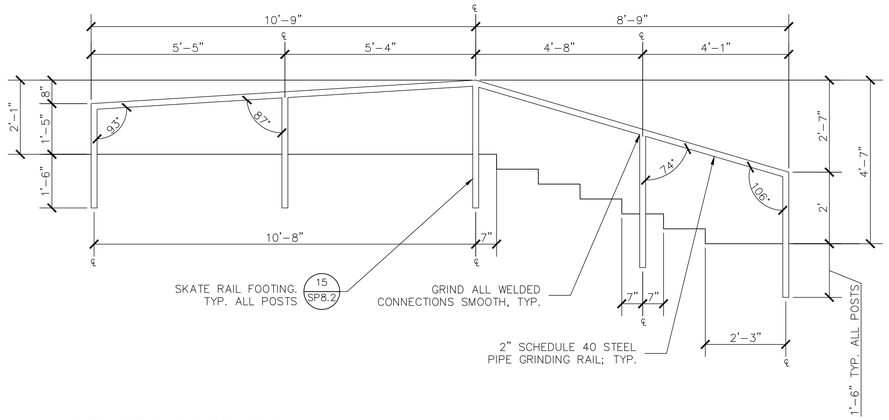
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
SKATEPARK DETAILS

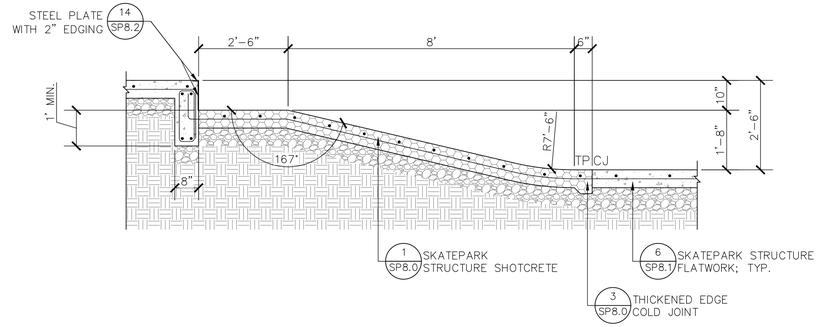
SHEET NUMBER

SP-9.2



A-FRAME RAIL DOWN RAIL

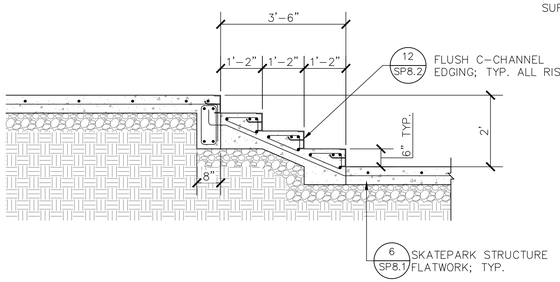
1/2"=1'-0" 17

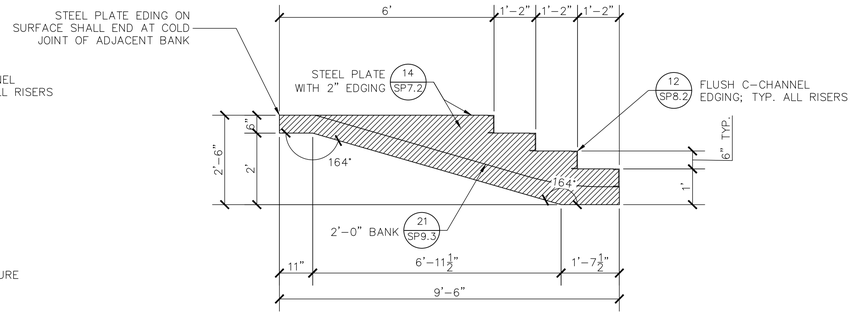


NOTE:
1. SEE DETAIL 5/SP8.0 FOR SHOTCRETE TEMPLATE.
2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

EURO GAP

1/2"=1'-0" 18





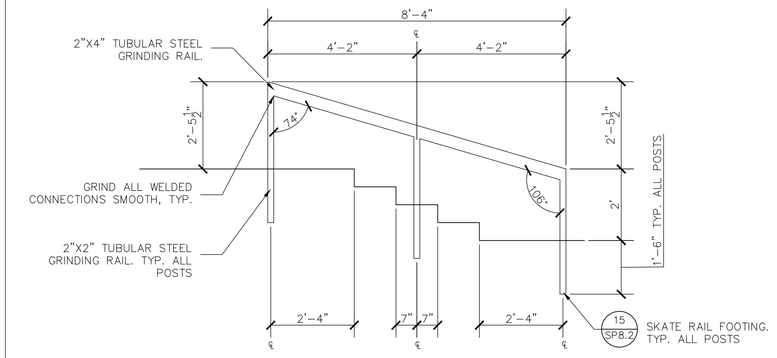
NOTE:
1. CAST IN PLACE CONCRETE SHALL HAVE #4 REBAR AT 1' O.C. TYP.

4-STAIR

1/2"=1'-0" 19

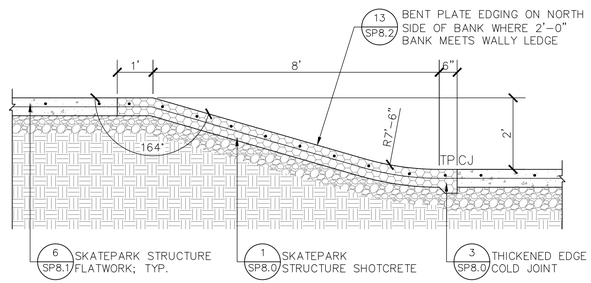
NOTE:
1. STEEL PLATE EDGINGS SHALL MATCH PROFILES OF 4-STAIR.
2. SEE LAYOUT PLAN SP3.0 FOR MORE INFORMATION.
3. MIRROR THIS PROFILE FOR THE OTHER SIDE OF THE 4-STAIR.
4. GRIND ALL WELDED CONNECTIONS SMOOTH, TYP.

4-STAIR METALS PROFILE



4-STAIR DOWN RAIL

1/2"=1'-0" 20



NOTE:
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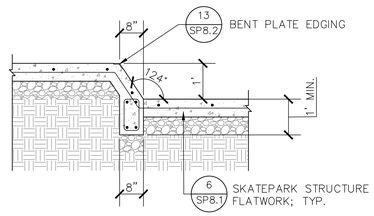
2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

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

THE SKATEPARK PROJECT™

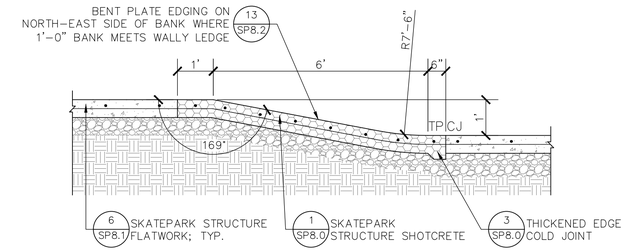
No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
SKATEPARK DETAILS

SHEET NUMBER

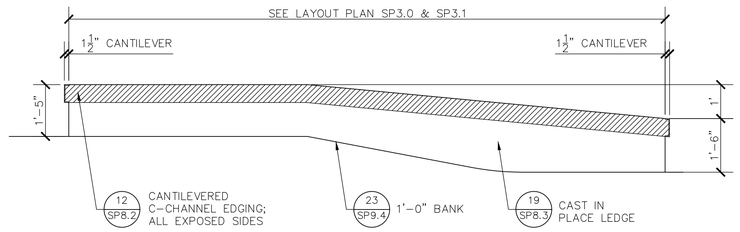
SP-9.3



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

1'-0" BANK

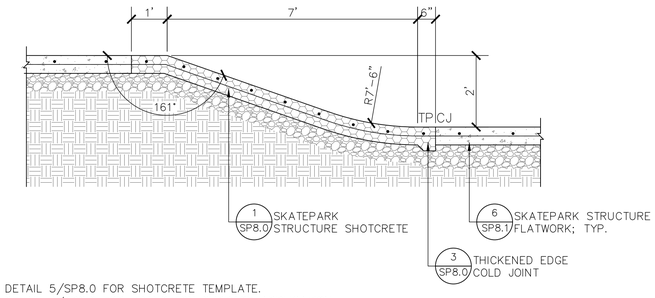
1/2"=1'-0" 23



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

CURVED HUBBA

1/2"=1'-0" 24



NOTE:
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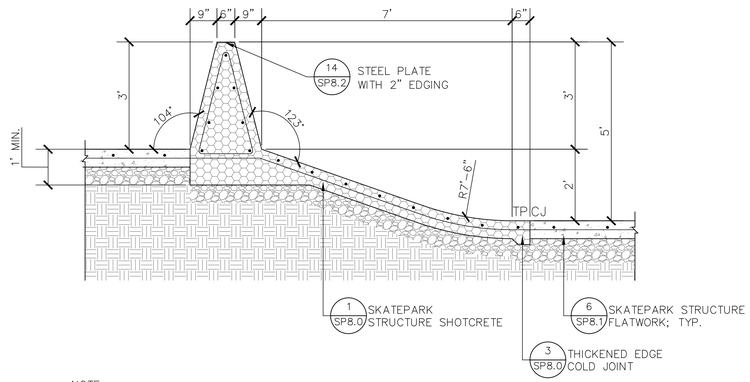
2. SEE DETAIL 4/SP8.0 FOR TRANSITION SUBBASE APPLICATION.

2'-0" SHORT BANK

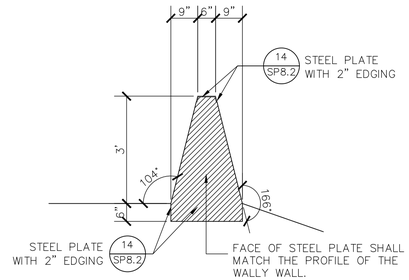
1/2"=1'-0" 25



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

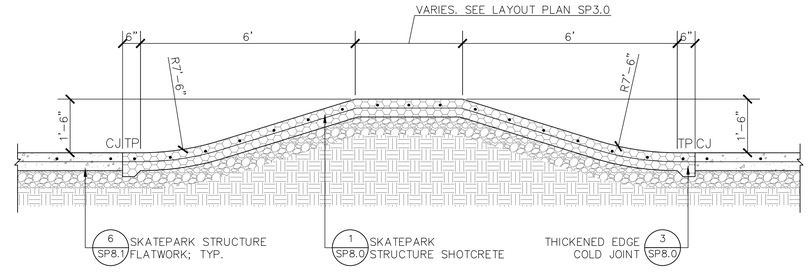
WALLY WALL

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.

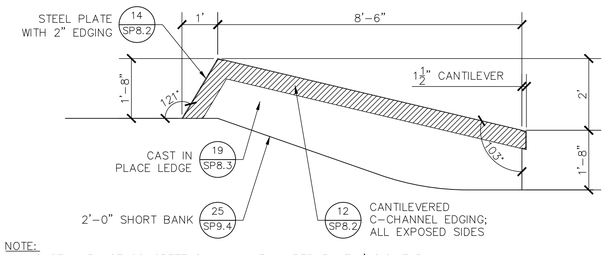
WALLY WALL METALS PROFILE



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

PYRAMID

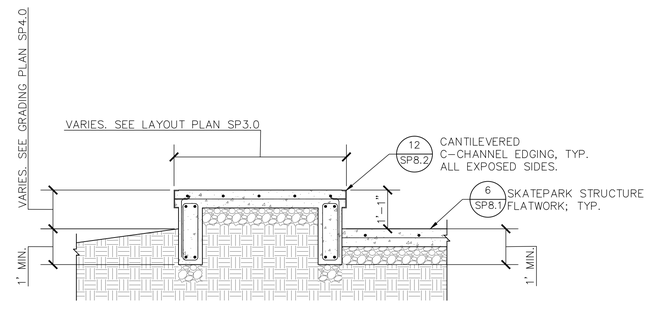
1/2"=1'-0" 27



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

THE SKATEPARK PROJECT™

No.:	ISSUE / REVISION	DATE	DRAWN BY	REVIEWED BY

PROJECT:
WATTS SKATE PARK
LOS ANGELES, CALIFORNIA

SHEET TITLE:
SKATEPARK DETAILS

SHEET NUMBER

SP-9.4

ATTACHMENT C

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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Page No.

LIST OF FIGURES

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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_2O	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 115th 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**.

[1]These 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.

taha environmental planners

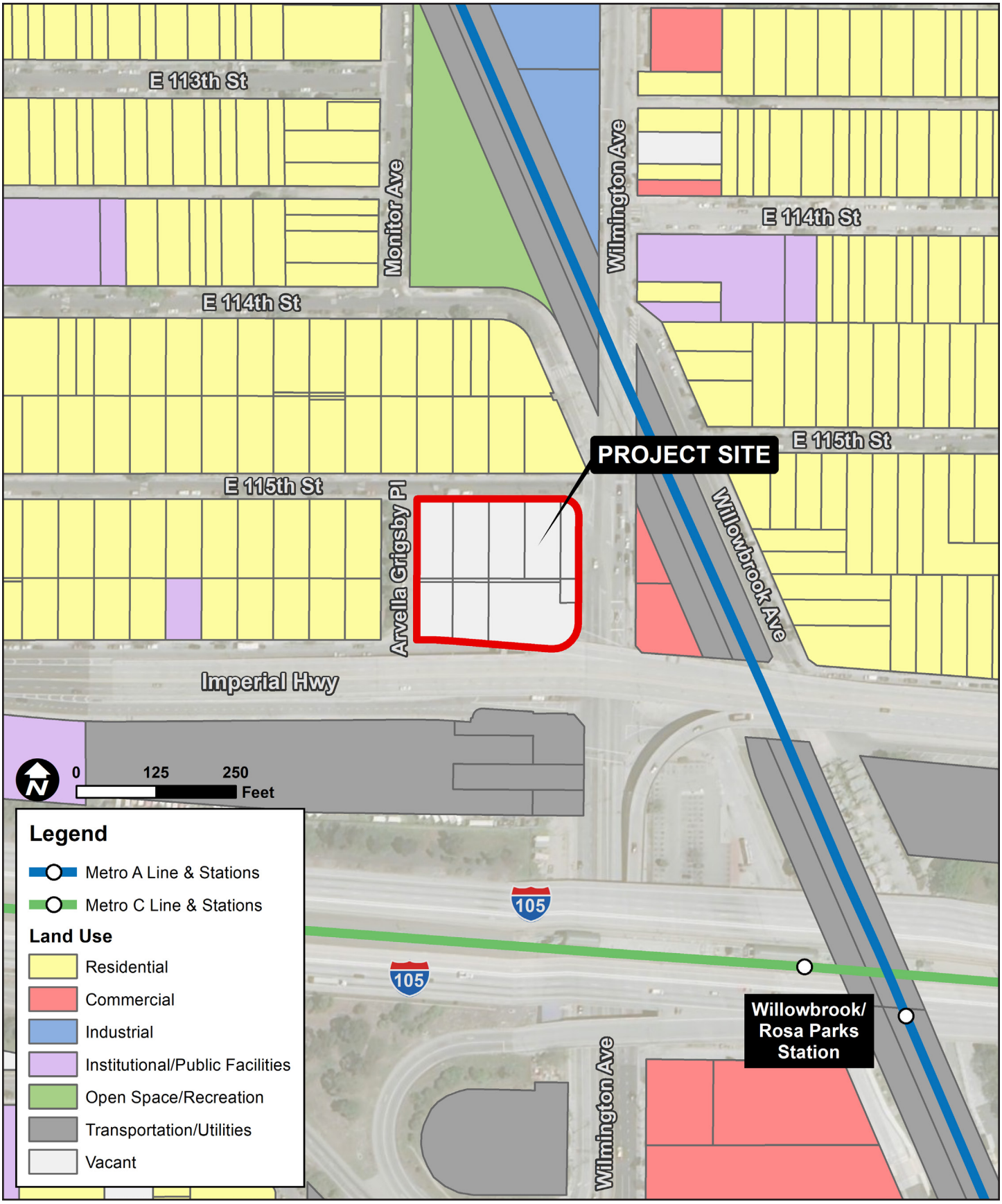
TAHA 2021-009

Watts Skate Park
Initial Study/Mitigated Negative Declaration

LOS ANGELES DEPARTMENT OF RECREATION AND PARKS

FIGURE 2-1

PROJECT LOCATION



Source: TAHA, 2021.

taha environmental planners

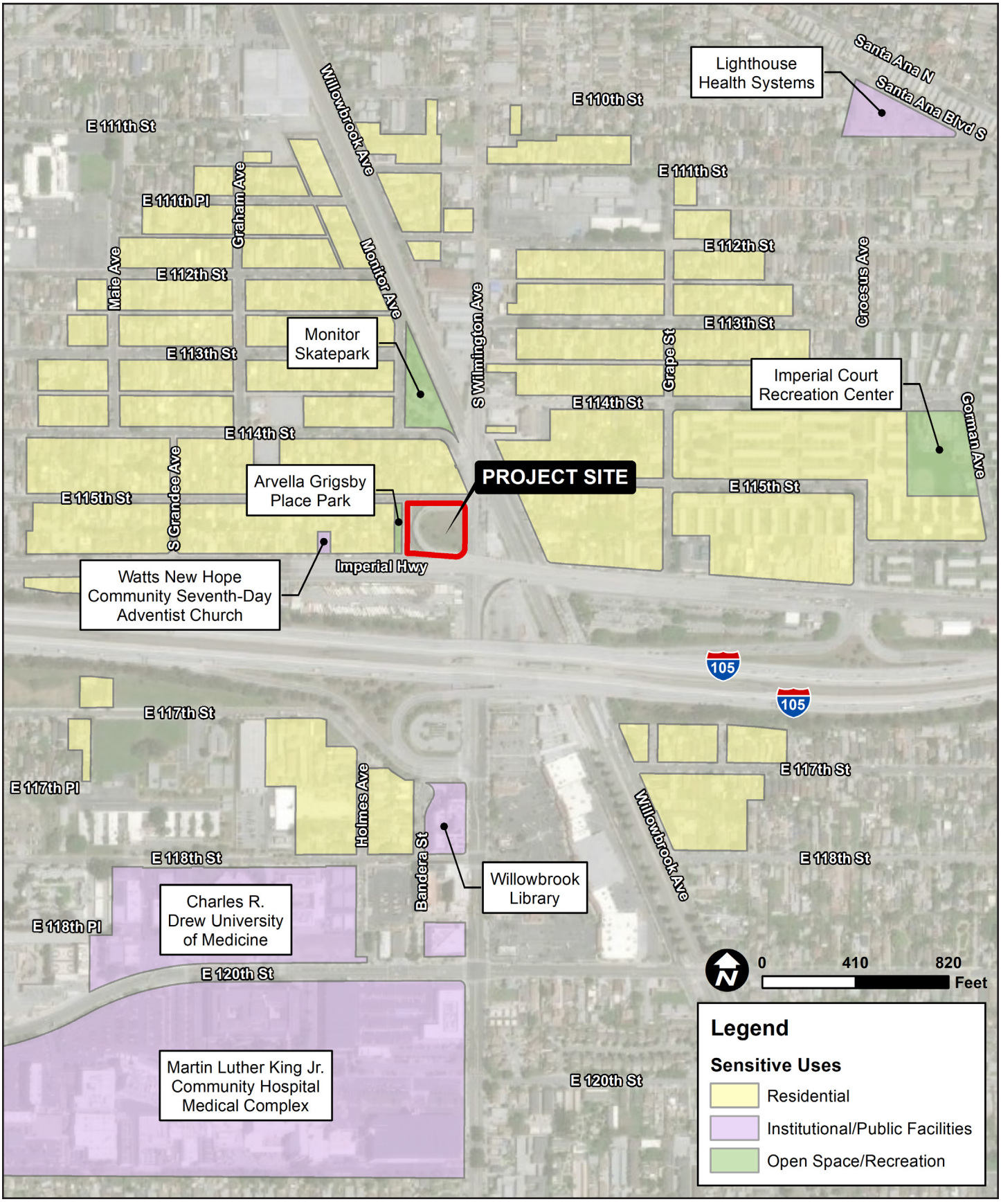
TAHA 2021-009

Watts Skate Park
Initial Study/Mitigated Negative Declaration

LOS ANGELES DEPARTMENT OF RECREATION AND PARKS

FIGURE 2-2

SURROUNDING USES



Source: TAHA, 2021.

taha environmental planners
TAHA 2021-009

Watts Skate Park
Initial Study/Mitigated Negative Declaration

LOS ANGELES DEPARTMENT OF RECREATION AND PARKS

FIGURE 2-3

SENSITIVE USES

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**.

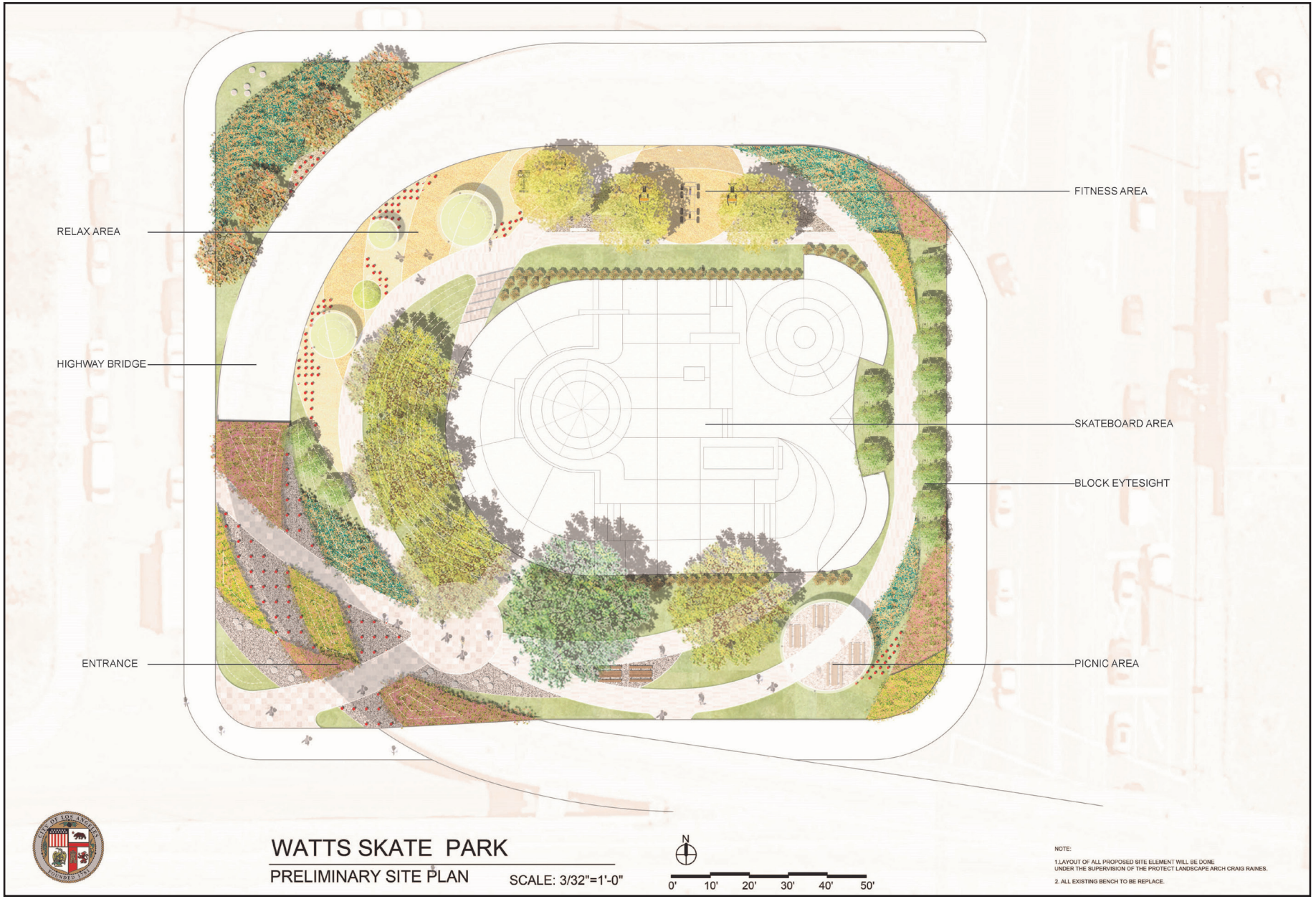
2.3 CONSTRUCTION SCHEDULE

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.

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ 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.

Elena Maggioni — 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?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
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?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

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

[2]California 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
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:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

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.

[3]California Department of Conservation, *Farmland Mapping & Monitoring Program,* https://www.conservation.ca.gov/dlrp/fmmp, accessed March 11, 2021.
[4]California 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?	☐	☐	☑	☐
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?	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

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;

[5]SCAQMD, *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 (PM_{10}) 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 PM_{10} 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 and 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

	Maximum Daily Emissions (Pounds Per Day)					
Construction Activity	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
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

	Maximum Daily On-Site Emissions (Pounds Per Day)			
Construction Activity	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
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

	Maximum Daily Emissions (Pounds Per Day)					
Operational Activity	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
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 O_3, PM_{10}, 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.

[6]SCAQMD, *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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☑	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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 (CNDDB) 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.

[7]California Department of Fish and Wildlife, *California Natural Diversity Database*, https://www.wildlife.ca.gov/Data/CNDDB/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

[8]The 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?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

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

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.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☑	☐	☐
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☑	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	☐	☑	☐

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

[9]California 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

[11] California 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 in 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?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

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 (CO_2), methane (CH_4), and nitrous oxide (N_2O), 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 CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), 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. CO_2 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 CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO_2, denoted as CO_2e. CO_2e 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

[13]California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.
[14]SCAQMD, *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 $MTCO_2e$ 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 $MTCO_2e$, or 5.6 $MTCO_2e$ annually over a 30-year period. The total annual operating emissions would be approximately 44.1 $MTCO_2e$ per year after accounting for amortized construction emissions. This mass rate is adequately below the most applicable quantitative draft interim threshold of 3,000 $MTCO_2e$ 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

[15]SCAQMD, *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, 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?	☐	☑	☐	☐
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?	☐	☑	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

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 indentified 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.

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

[20]City 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?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☑	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☑	☐
iv) impede or redirect flood flows?	☐	☐	☑	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

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 ¾ 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

[21] California'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.
[22] Earth 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

[23]Los 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.

[24]California Department of Conservation, *Los Angeles County Tsunami Hazard Area Maps,* https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles, accessed March 2021.
[25]Federal 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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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?	☐	☑	☐	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☑	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

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 115th St.	60.4
1783 115th St.	62.5
1800 114th St.	60.6
Willowbrook Ave. and 115th St.	66.8
1950 115th 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, *Roadway Construction Noise Model, Version 1.1*, 2008.	

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, *Roadway Construction Noise Model, Version 1.1,* 2008.	

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.).

[26]City of Los Angeles Department of Transportation, *Wilmington Avenue North of 112th Street Traffic Count Summary*, April 29, 2015.
[27]Illingworth & 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, *Transit Noise and Vibration Impact Assessment*, 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.

MITGATION 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.

[28]FTA, *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)?	☐	☐	☐	☑
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

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?	☐	☐	☑	☐
ii) Police protection?	☐	☐	☑	☐
iii) Schools?	☐	☐	☐	☑
iv) Parks?	☐	☐	☐	☑
v) Other public facilities?	☐	☐	☑	☐

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

[29]Los 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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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.

[30]City 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?	☐	☐	☑	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☑	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
d) Result in inadequate emergency access?	☐	☐	☐	☑

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.

[31]The 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	Weekday							Weekend			
				Daily Trips	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.

[32]Los 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 from an entry/exit gate 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)?	☐	☐	☑	☐
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.	☐	☐	☑	☐

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?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
c) Result in a determination by the wastewater treatment provider, 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?	☐	☐	☑	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

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 like 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.

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[33]Los Angeles Department of Sanitation, *Hyperion Water Reclamation Plant,* https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_afrLoop=6434836347863705&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=hxp5jl70h_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D6434836347863705%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dhxp5jl70h_5, accessed March 24, 2021.
[34]City of Los Angeles Department of City Planning. *Southeast Los Angeles Community Plan.* November 2017.
[35]CalRecycle. *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?	☐	☐	☐	☑
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☑
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑
d) 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?	☐	☐	☐	☑

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.

[36]California 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.

[37]Midwestern Regional Climate Center, *Wind Rose Information,* https://mrcc.illinois.edu/CLIMATE/Hourly/WindRose.jsp, accessed March 24, 2021.
[38]California 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?	☐	☑	☐	☐
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).	☐	☑	☐	☐
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

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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Appendix A

Air Quality Emissions Modeling Files

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/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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 - Constrution 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

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2021	0.0322	0.3393	0.3239	7.4000e-004	0.0221	0.0134	0.0355	7.8100e-003	0.0124	0.0202	0.0000	66.2696	66.2696	0.0147	0.0000	66.6373
2022	0.0291	0.2865	0.3695	7.2000e-004	0.0142	0.0117	0.0259	3.8200e-003	0.0108	0.0147	0.0000	63.4483	63.4483	0.0145	0.0000	63.8101
Maximum	**0.0322**	**0.3393**	**0.3695**	**7.4000e-004**	**0.0221**	**0.0134**	**0.0355**	**7.8100e-003**	**0.0124**	**0.0202**	**0.0000**	**66.2696**	**66.2696**	**0.0147**	**0.0000**	**66.6373**

Mitigated Construction

	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
Year	tons/yr										MT/yr					
2021	0.0322	0.3393	0.3239	7.4000e-004	0.0165	0.0134	0.0299	5.1800e-003	0.0124	0.0175	0.0000	66.2696	66.2696	0.0147	0.0000	66.6373
2022	0.0291	0.2865	0.3695	7.2000e-004	0.0142	0.0117	0.0259	3.8200e-003	0.0108	0.0147	0.0000	63.4482	63.4482	0.0145	0.0000	63.8101
Maximum	**0.0322**	**0.3393**	**0.3695**	**7.4000e-004**	**0.0165**	**0.0134**	**0.0299**	**5.1800e-003**	**0.0124**	**0.0175**	**0.0000**	**66.2696**	**66.2696**	**0.0147**	**0.0000**	**66.6373**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**15.34**	**0.00**	**9.06**	**22.61**	**0.00**	**7.55**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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**

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	N20	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

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

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

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**

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**

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**

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**

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	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**

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	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**

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	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**

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	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**

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**

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

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

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

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	tons/yr										MT/yr					
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	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**	**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	tons/yr										MT/yr					
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	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**	**0.0000**

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

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**

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

	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**

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

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**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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 - Constrution 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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	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
Year	lb/day										lb/day					
2021	0.9214	10.0820	8.2290	0.0215	1.2753	0.3600	1.6352	0.5286	0.3314	0.8600	0.0000	2,163.0824	2,163.0824	0.4689	0.0000	2,174.8049
2022	0.6596	6.3525	8.1275	0.0154	0.2748	0.2691	0.5439	0.0740	0.2488	0.3228	0.0000	1,497.3064	1,497.3064	0.3567	0.0000	1,506.2241
Maximum	**0.9214**	**10.0820**	**8.2290**	**0.0215**	**1.2753**	**0.3600**	**1.6352**	**0.5286**	**0.3314**	**0.8600**	**0.0000**	**2,163.0824**	**2,163.0824**	**0.4689**	**0.0000**	**2,174.8049**

Mitigated Construction

	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
Year	lb/day										lb/day					
2021	0.9214	10.0820	8.2290	0.0215	0.7191	0.3600	1.0790	0.2657	0.3314	0.5971	0.0000	2,163.0824	2,163.0824	0.4689	0.0000	2,174.8049
2022	0.6596	6.3525	8.1275	0.0154	0.2748	0.2691	0.5439	0.0740	0.2488	0.3228	0.0000	1,497.3064	1,497.3064	0.3567	0.0000	1,506.2241
Maximum	**0.9214**	**10.0820**	**8.2290**	**0.0215**	**0.7191**	**0.3600**	**1.0790**	**0.2657**	**0.3314**	**0.5971**	**0.0000**	**2,163.0824**	**2,163.0824**	**0.4689**	**0.0000**	**2,174.8049**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**35.88**	**0.00**	**25.53**	**43.62**	**0.00**	**22.23**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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**

	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	N20	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

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

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**

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**

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**

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**

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**

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	1,078.3044	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**	**0.0000**	**1,078.3044**	**1,078.3044**	**0.3377**		**1,086.7457**

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**

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**

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**

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**

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

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

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

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

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**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

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

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: Ni = No - 20 X (log Di/Do)

Di = distance to receptor (Di>Do)

Ni = attenuated noise level of interest
No = reference noise level

Do = reference distance

Source: (Bolt, Beranek, and Newman, 1971)

Summation of Noise Levels

Equation: Ns=10 x LOG10((10^(N1/10))+(10^(N2/10))+(10^(N3/10))+(10^(N4/10)))

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, Leq)**
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 reduciton 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: PPVequip = PPVref x (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

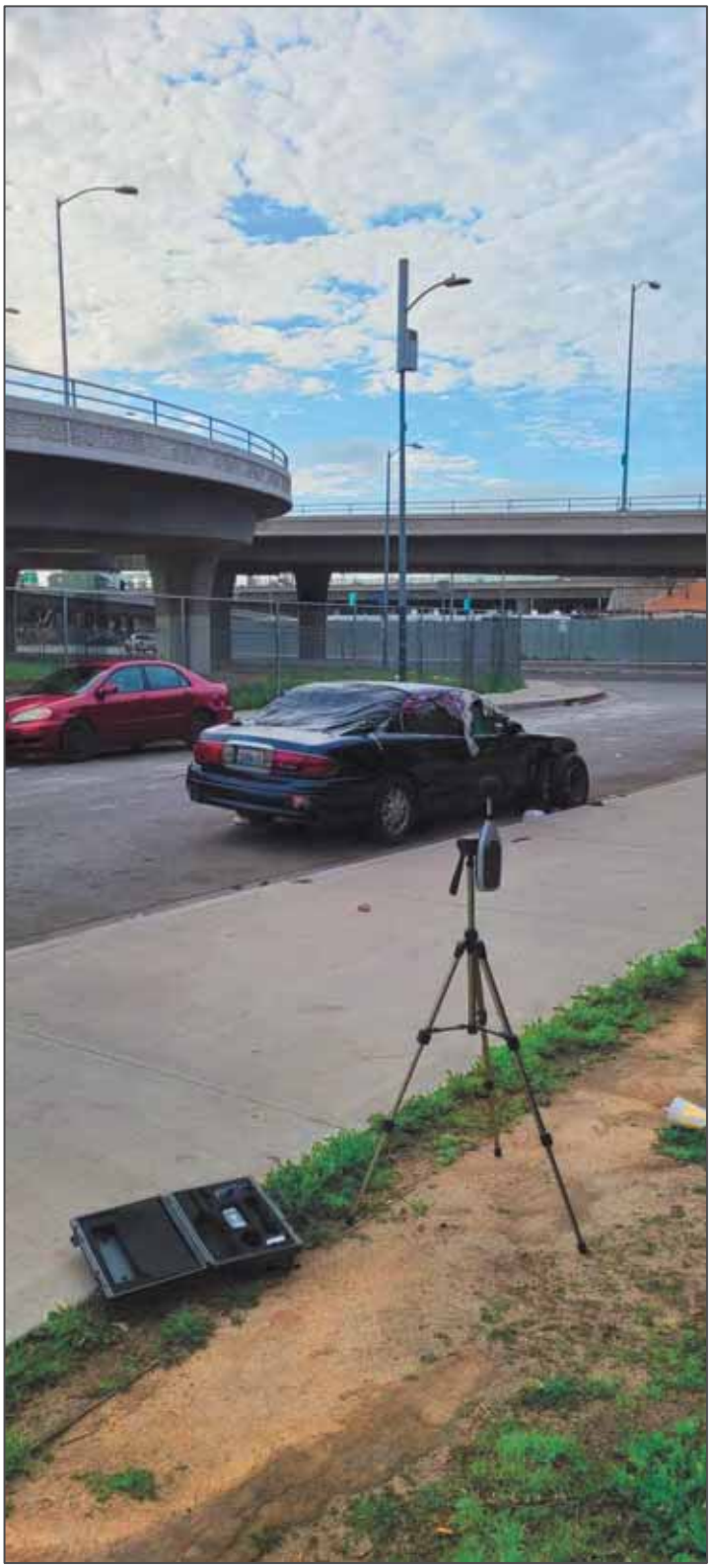
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

Soundplan Model Run Results


37.1
41.3
43.1
34.3
39.7
30.2
83.5
Signs and symbols
Wall
Main building
Receiver
Point source
1 : 101
0 25 50 100 150 200
feet

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			

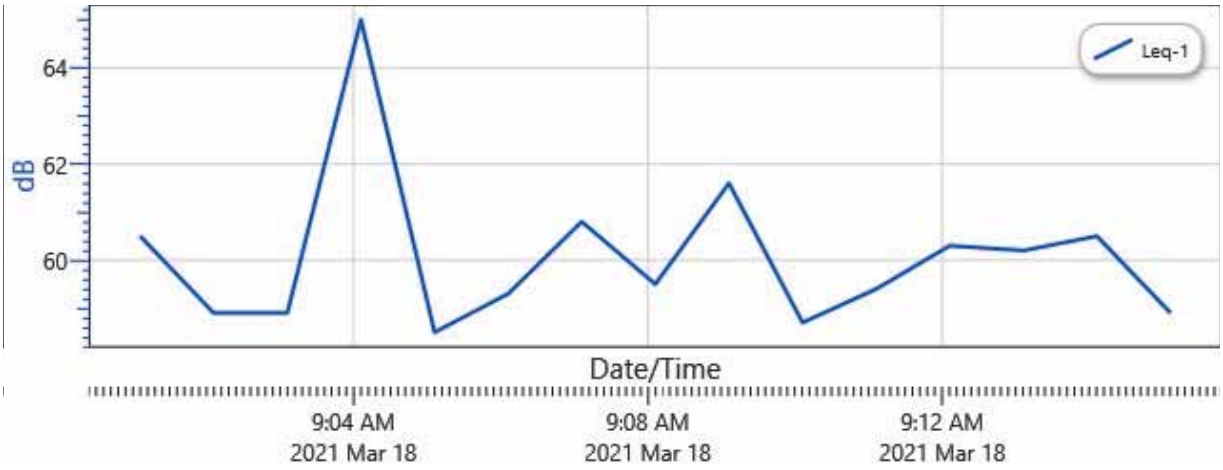
Logged Data Table

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: Watts Eade Park Contract No (s): N/A

Date: 3-18-2021 Day of Week: Thursday Time: 0900

Monitoring Site Number: 1 Monitoring Site Address: 1618 E 115th St

Measurement Taken By: LFB

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

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
L_{eq}	60.4		
L_{max}			
L_{dn}			
CNEL			

Field Notes:

1. Freeway main source of noise, Peak hour, 5 floors 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			

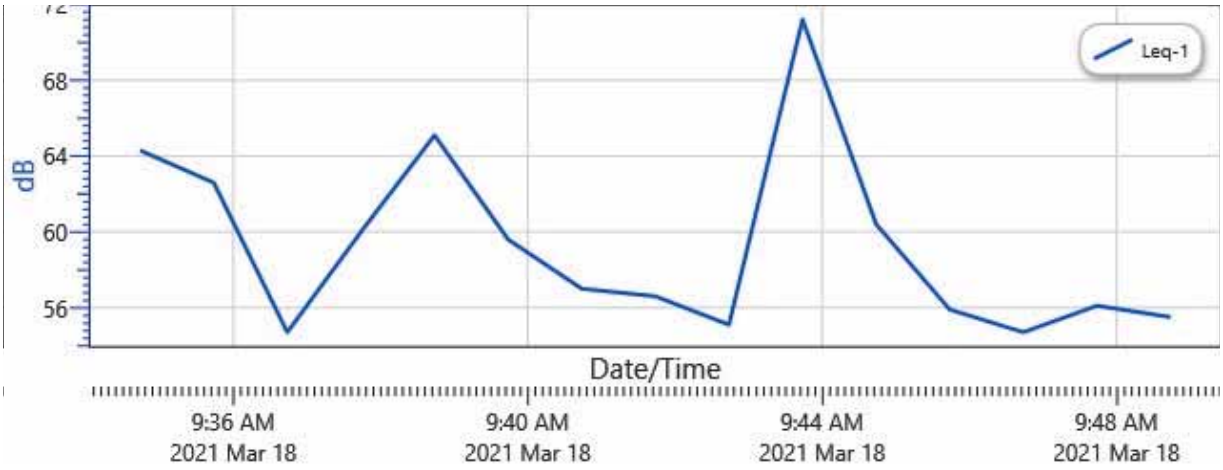
Logged Data Table

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: Watt 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_{dn}			
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			

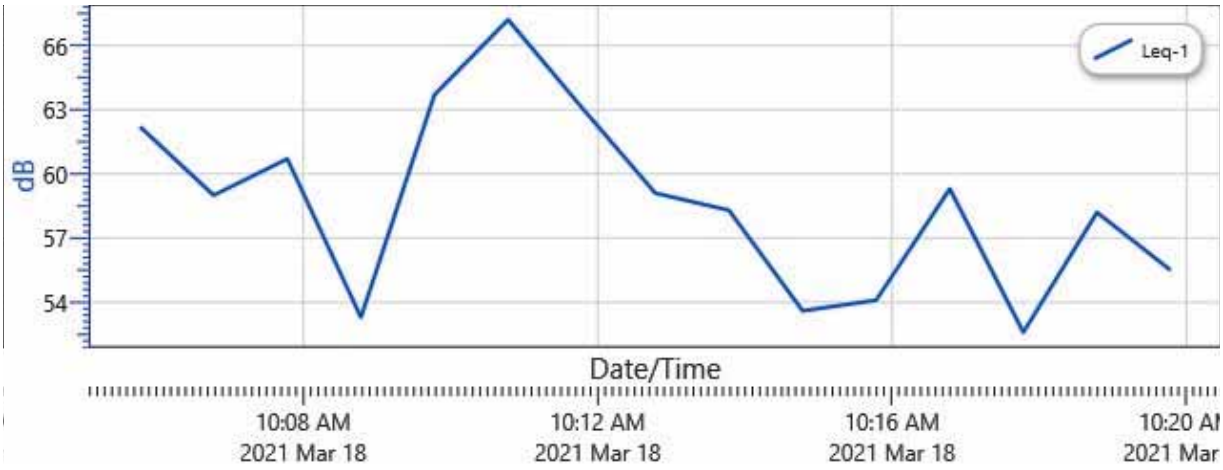
Logged Data Table

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: Watts State 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: KD

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

Check the measurement purpose:

☒ Baseline condition ☐ Ongoing construction ☐ Major change ☐ Complaint response

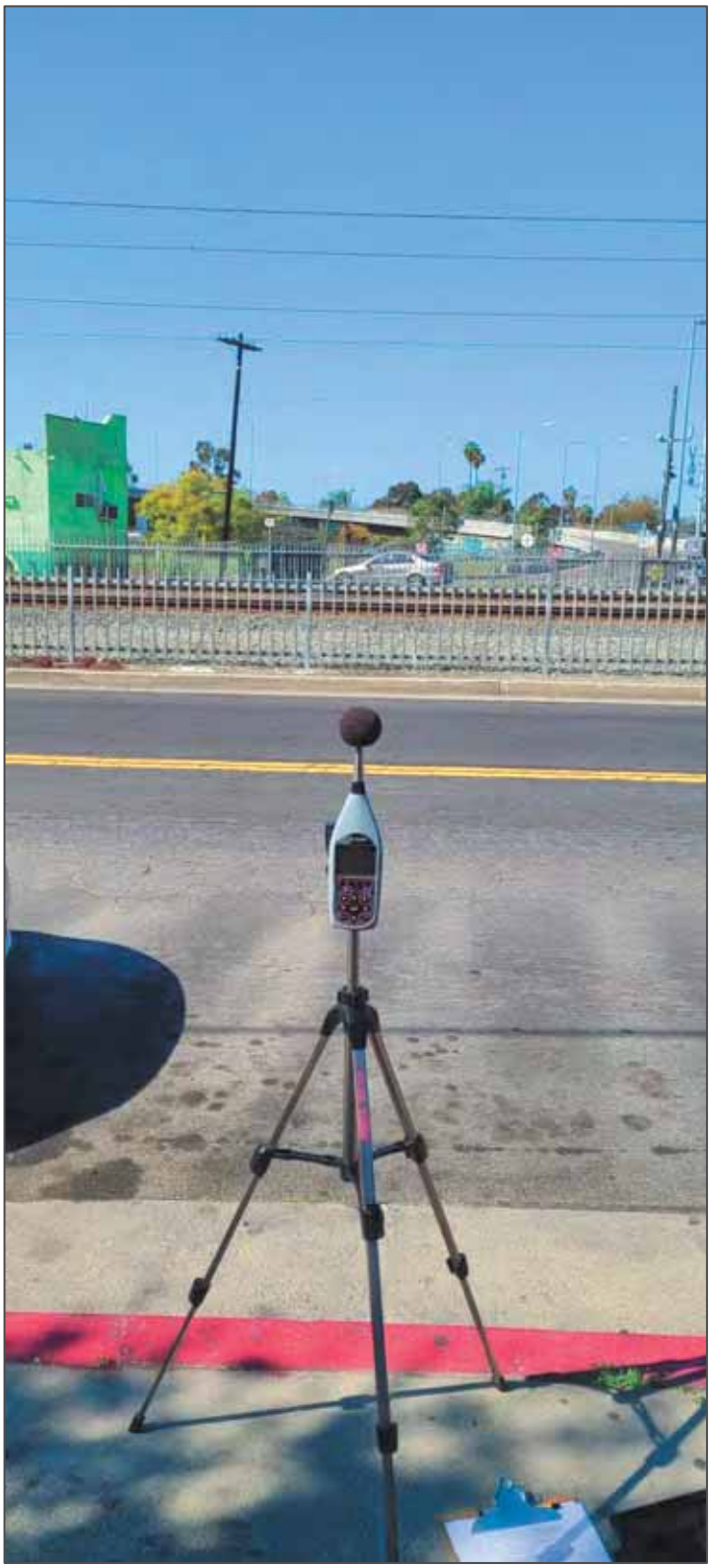
Measurement Results:

Measurement Type	Measured Level	Noise Criteria Threshold	Exceedance
Calibration	114.0	n/a	n/a
L_{eq}	60.7		
L_{max}			
L_{dn}			
CNEL			

Field Notes:

1. Pass. Blue Line pass by and crossing signal / noise audible
2. In front of State Park, State Park closed - Watts Security Post
3. Dogs Barking, yard work nearby
4. 2 Skaters at park standing 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			

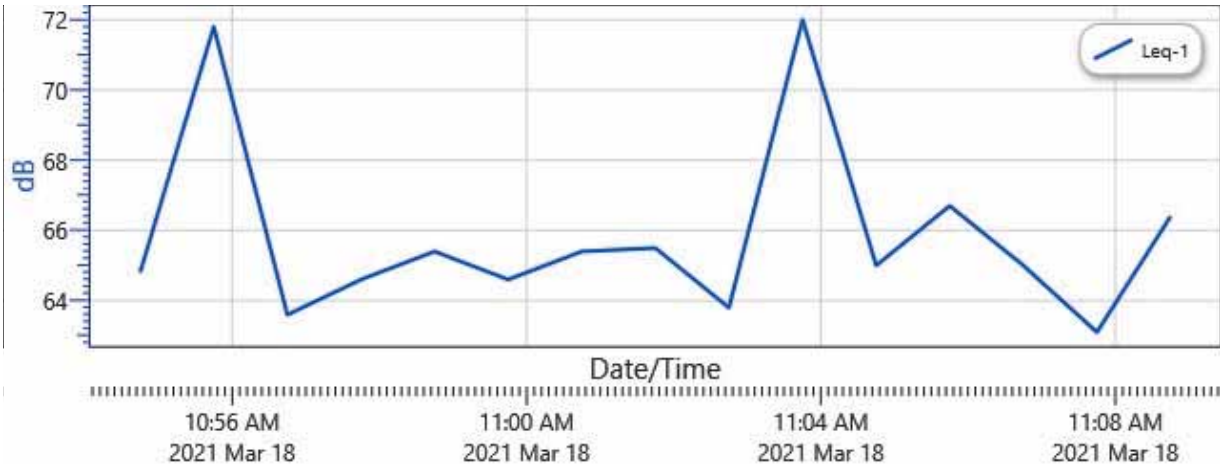
Logged Data Table

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 Eade Park Contract No (s): N/A

Date: ~~[illegible]~~ 4 Day of Week: Thursday Time: 1054

Monitoring Site Number: Monitoring Site Address: Willow Brook Ave / 1150-58

Measurement Taken By: ED

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}	66.9		
L_{max}			
L_{dn}			
CNEL			

Field Notes:

1. Blue line LRT passby + 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			

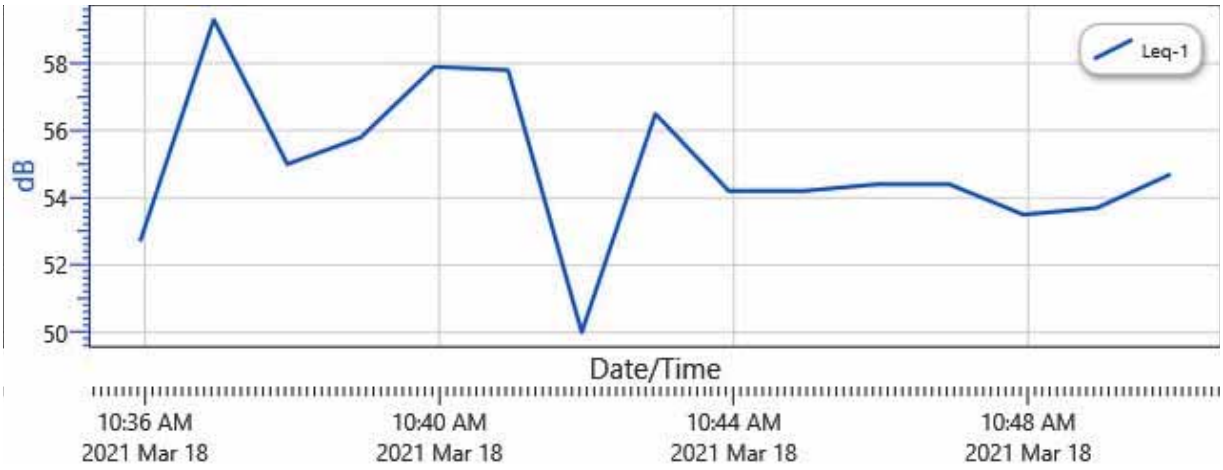
Logged Data Table

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: 3-18-2021 Day of Week: Thursday Time: 1035

Monitoring Site Number: 5 Monitoring Site Address: 1450 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
L_{eq}	55.5		
L_{max}			
L_{dn}			
CNEL			

Field Notes:

1. Plane flyover
2. Crossing signal noise and LRT audible
3.
4.

ATTACHMENT D

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					
				Action(s) Indicating Compliance	
Mitigation Measure	**Timing/ Phasing**	**Responsible Party**	**Enforcement/ Monitoring Party**	**Action/ Reports**	**Sign-Off/Date**
BIOLOGICAL RESOURCES					
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: 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.	Prior to Construction/ During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building Safety Departments		
CULTURAL RESOURCES					
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.	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building Safety Departments		

TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM					
				Action(s) Indicating Compliance	
Mitigation Measure	**Timing/ Phasing**	**Responsible Party**	**Enforcement/ Monitoring Party**	**Action/ Reports**	**Sign-Off/Date**
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.	During Construction	Applicant/ Construction Contractor	Recreation & Parks/Building & Safety Departments		
GEOLOGY AND SOILS					
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: 1. 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. 2. 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
not acceptable at the minimum recommended over-excavation depth, additional excavation shall be required until suitable subgrade conditions are found. 3. The bottom of the remedial excavation shall be scarified (ripped) six inches and recompacted. 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. 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.					
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.						