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

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May 2021

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ACRONYMS

°F	Fahrenheit
ADA	Americans with Disabilities Act
AQMP	Air Quality Monitoring Plan
BIOS	Biogeographic Information and Observation System
BMP	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
dB	Decibel
DTSC	Department of Toxic Substances Control
ESAs	Environmental Site Assessments
FTA	Federal Transit Administration
GHG	Greenhouse gas
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
HTP	Hyperion Treatment Plant
IS	Initial Study
ITE	Institute of Transportation Engineers
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
L_{eq}	Equivalent Noise Level
LID	Low Impact Development
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority

MGD	Million Gallons of Water Per Day
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
N_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

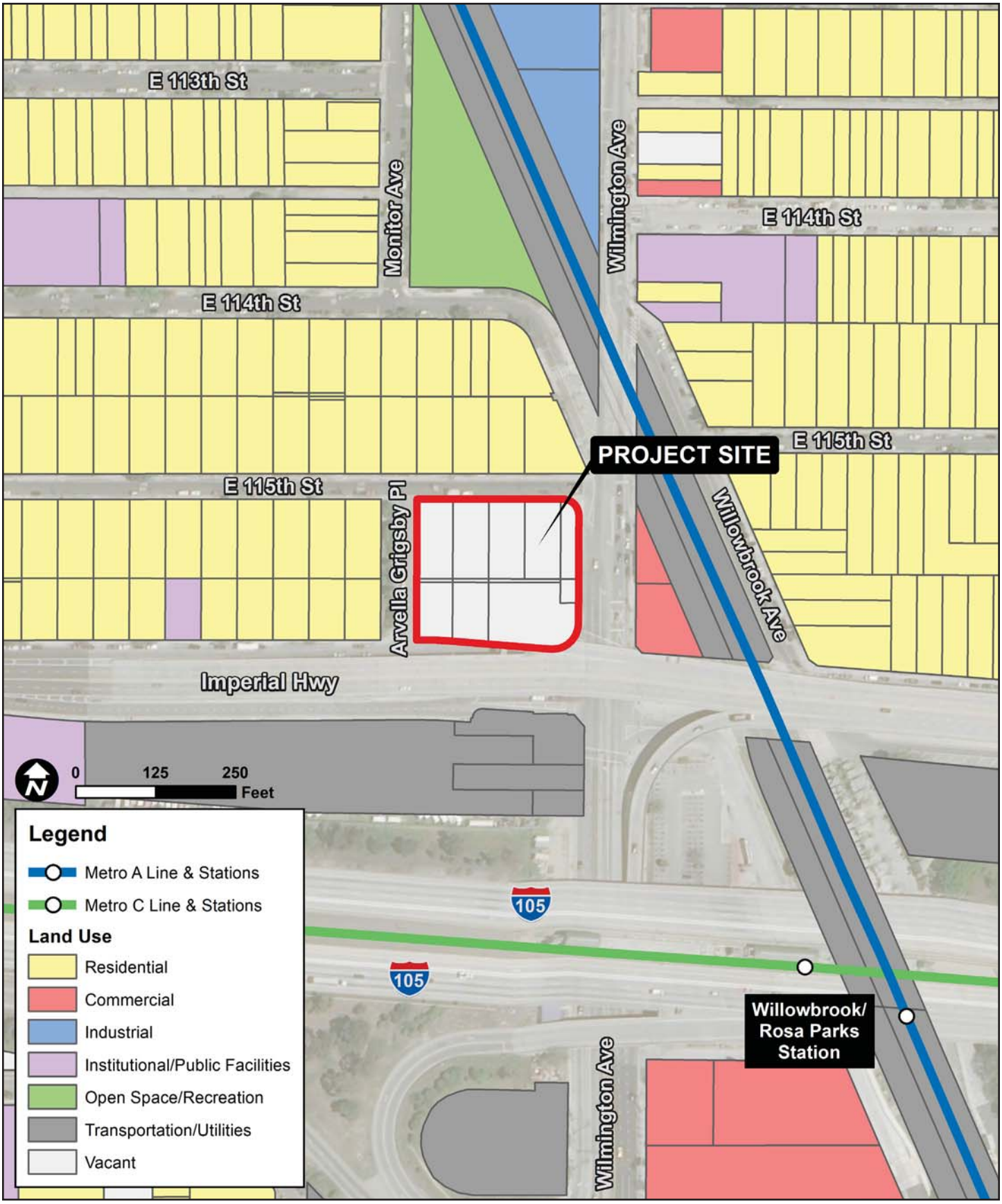
TAHA 2021-009

Watts Skate Park
Initial Study/Mitigated Negative Declaration

LOS ANGELES DEPARTMENT OF RECREATION AND PARKS

FIGURE 2-1

PROJECT LOCATION



Source: TAHA, 2021.

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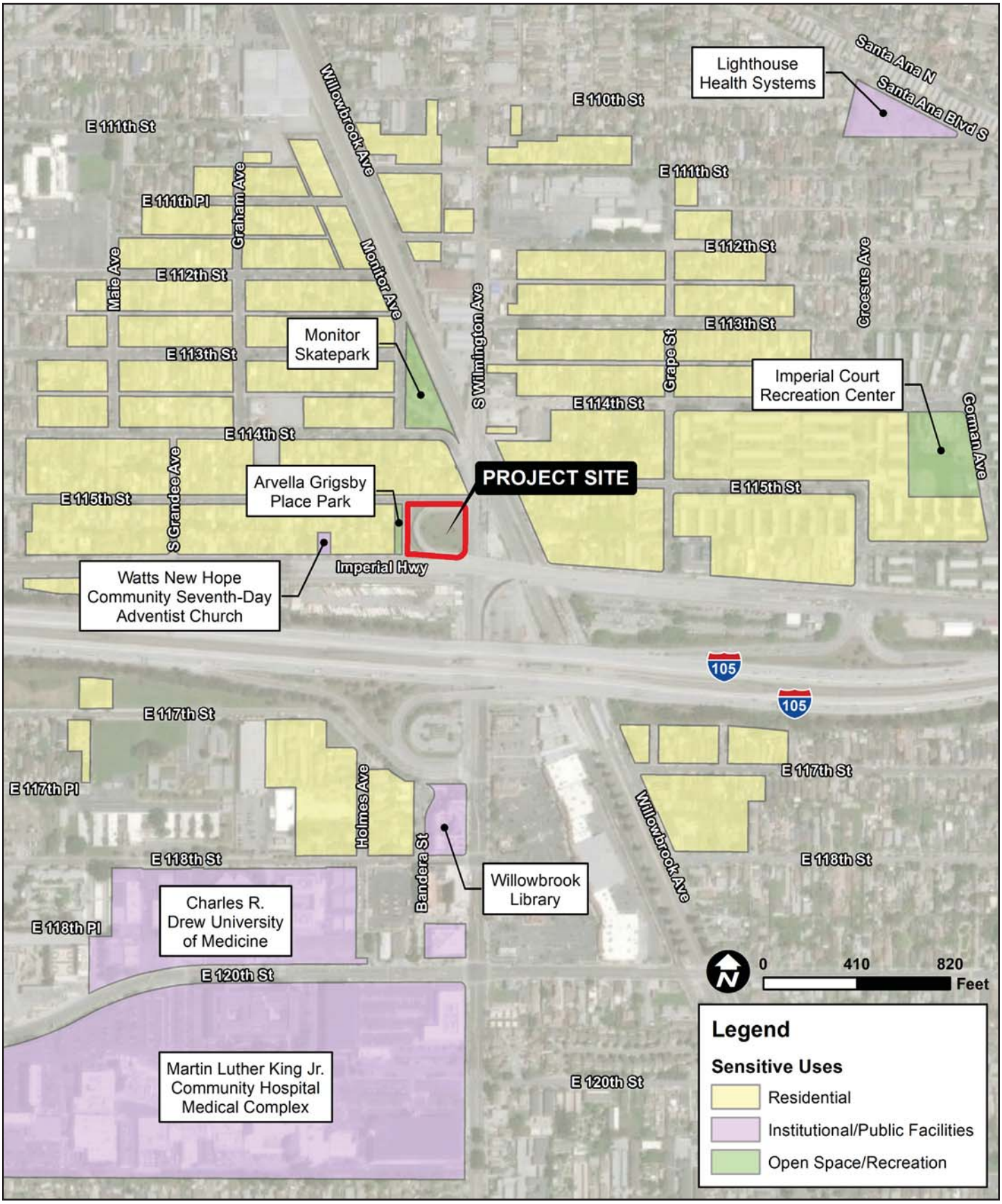
LOS ANGELES DEPARTMENT OF RECREATION AND PARKS

FIGURE 2-2

SURROUNDING USES



Source: TAHA, 2021.

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

2.2 DESCRIPTION OF THE PROPOSED PROJECT

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

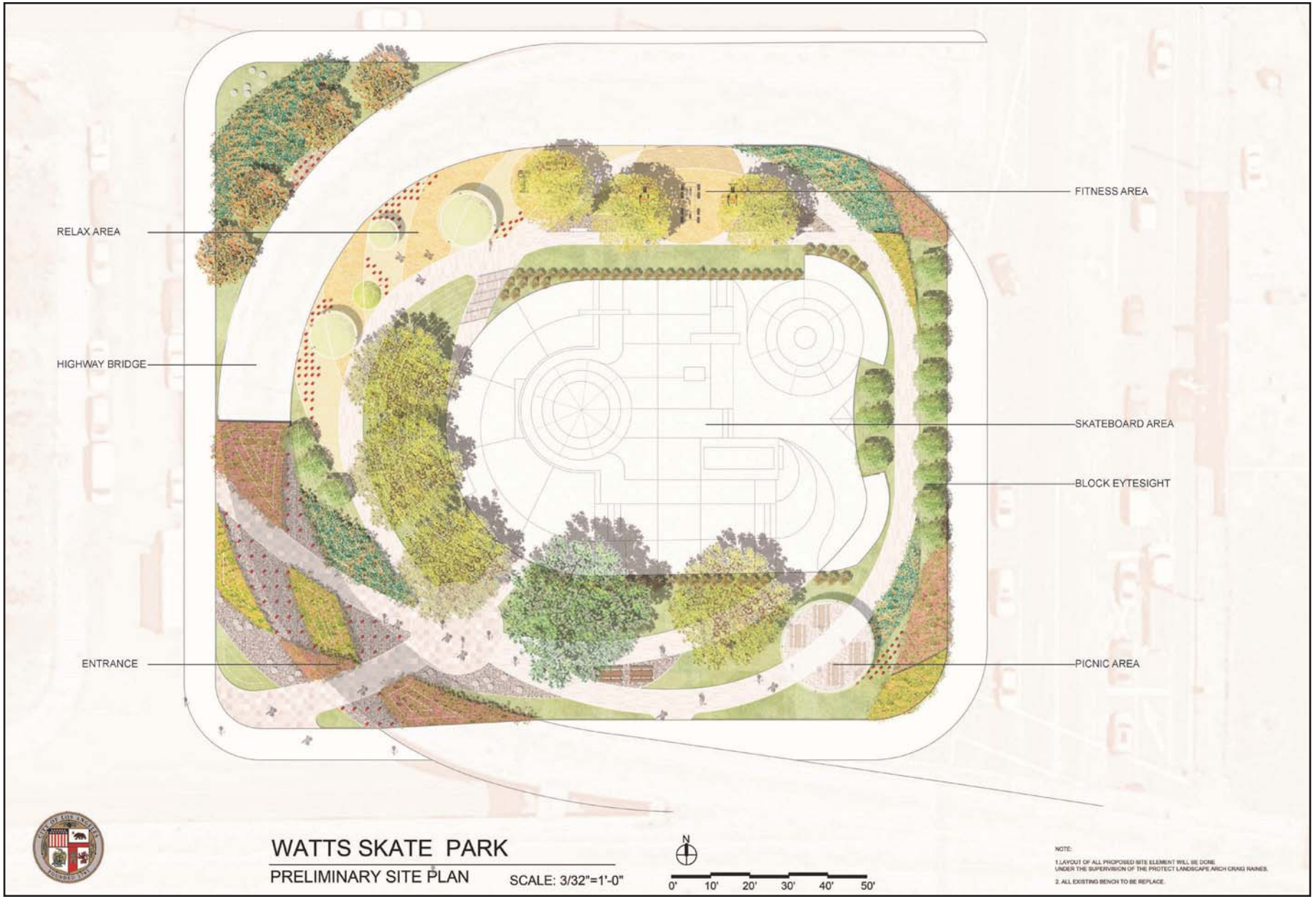
2.3 CONSTRUCTION SCHEDULE

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

TABLE 2-1: CONSTRUCTION SCHEDULE AND ACTIVITES

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

SOURCE: TAHA, 2021



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

FIGURE 2-4
SITE PLAN

3.0 INITIAL STUDY CHECKLIST AND EVALUATION

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

- No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A "No Impact" finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of "No Impact" is explained where the finding is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

- Less-Than-Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant impacts.

- Less-Than-Significant After Mitigation. This category applies where the incorporation of mitigation measures would reduce a "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference.

- Potentially Significant Impact. This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required. There are no such impacts for the proposed project.

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ 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.

[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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4.3 SOURCES CONSULTED

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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 Do = reference distance
No = reference noise level

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

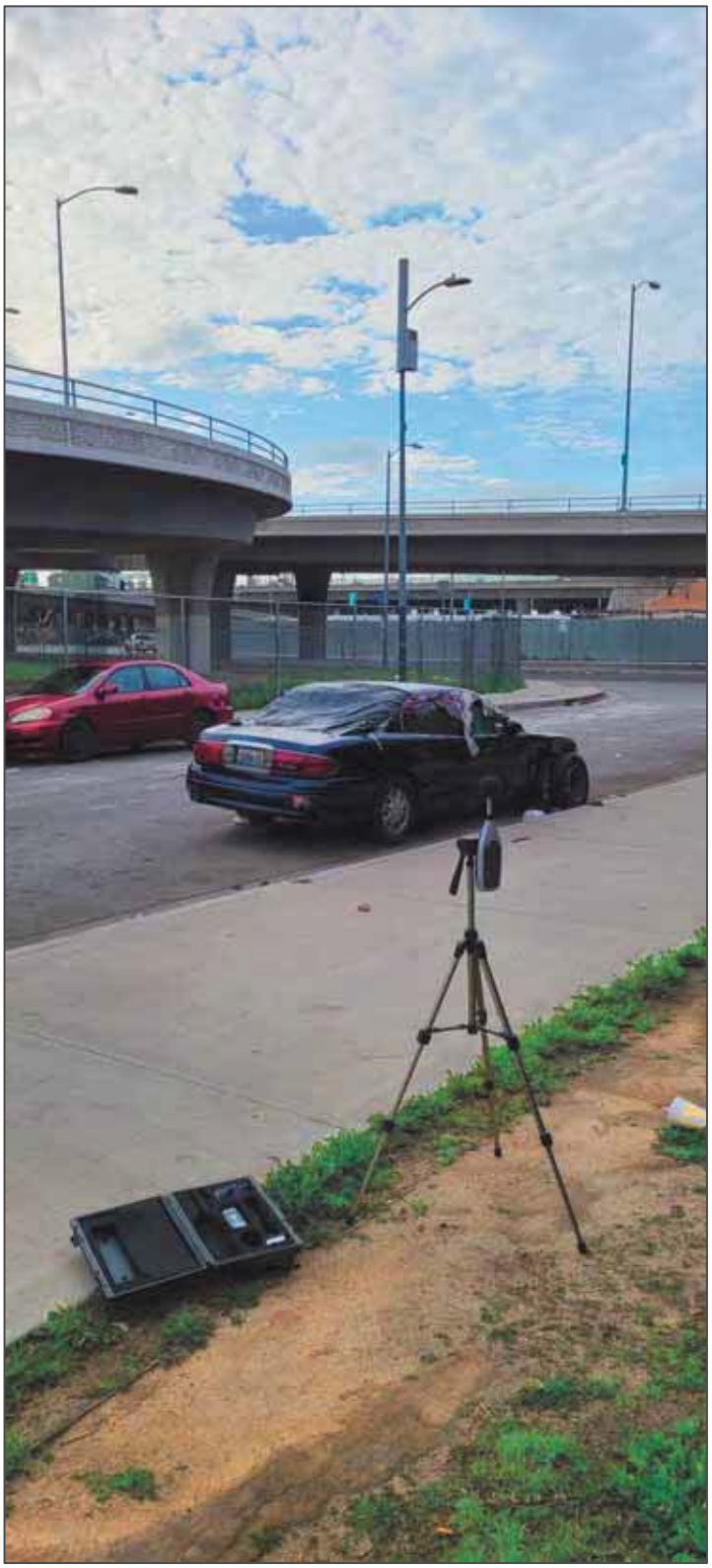
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

Soundplan Model Run Results


37.1
41.3
43.1
34.3
39.7
30.2
33.5
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			

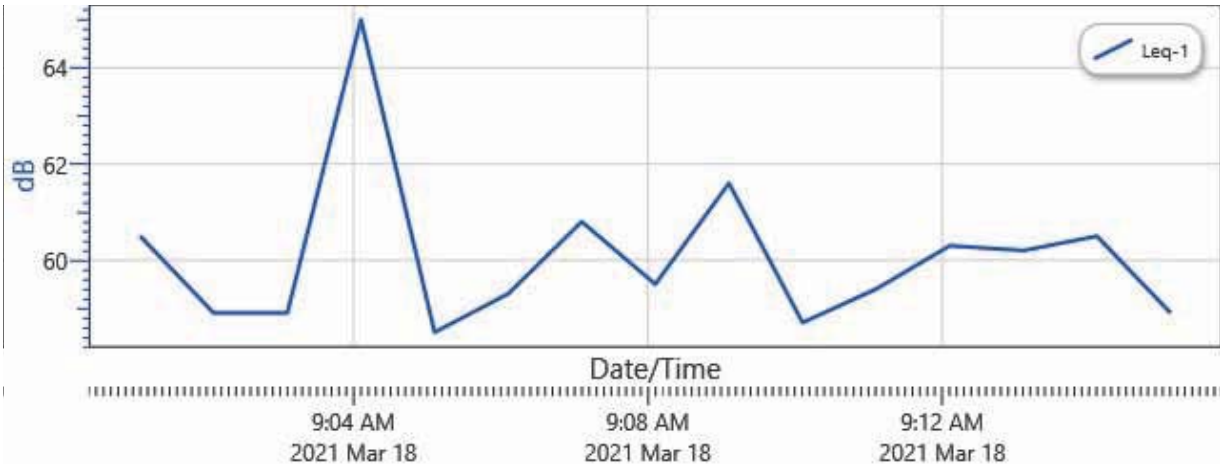
Logged Data Table

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: Waddy's Kade 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

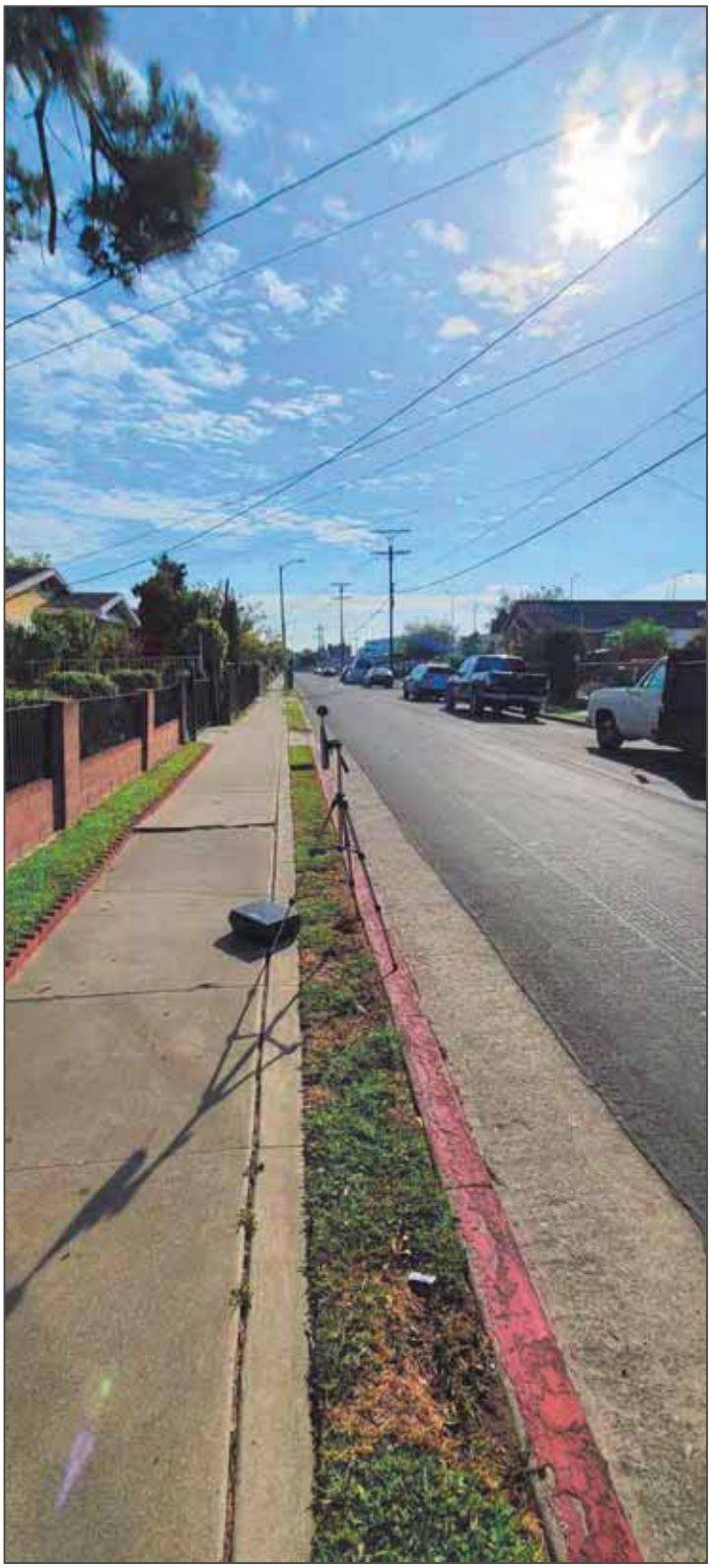
Measurement Results:

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 lanes 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			

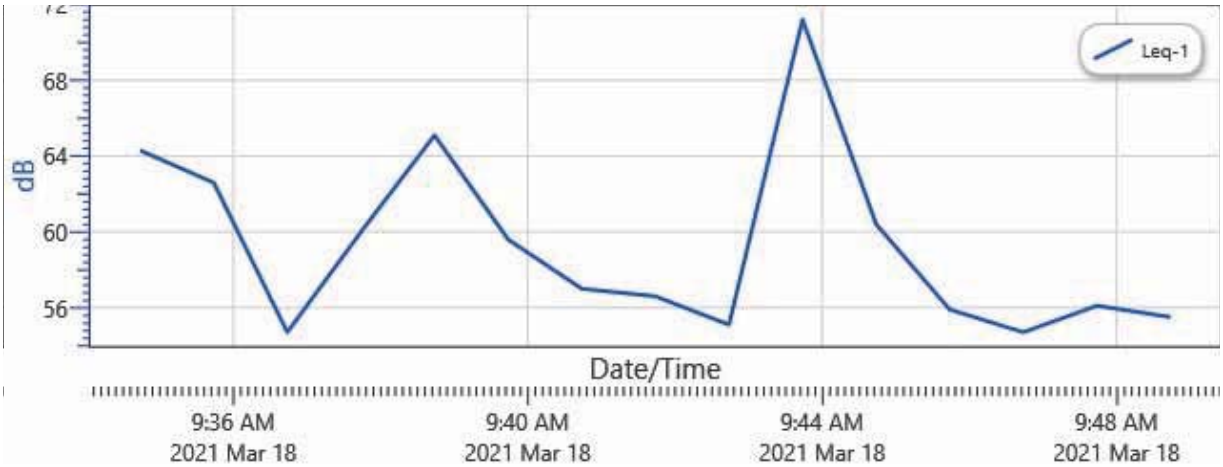
Logged Data Table

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			

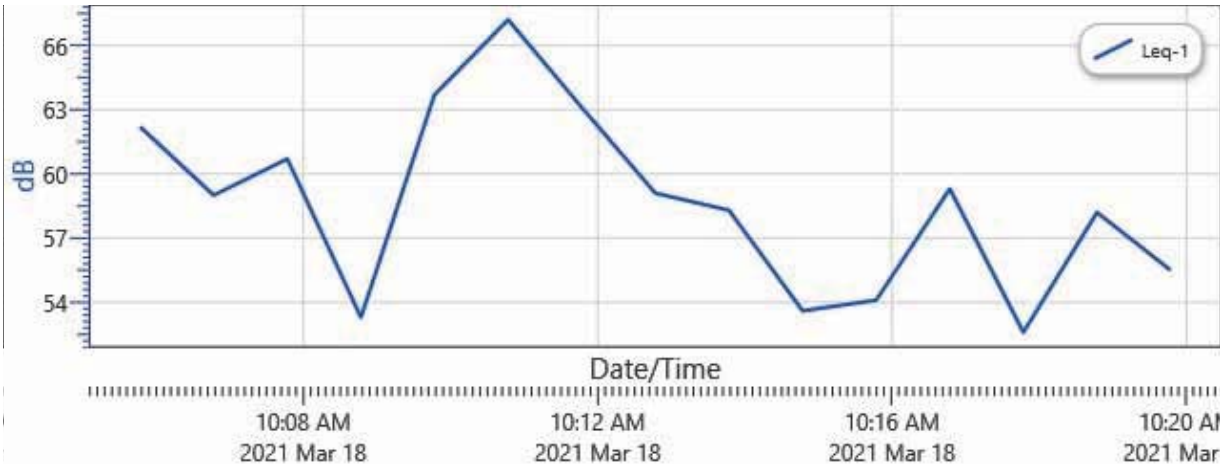
Logged Data Table

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: AD

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, Shade Park closed - Watts Security Post
3. Dogs Barking, yard work nearby
4. 2 Skaters at park. Study 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			

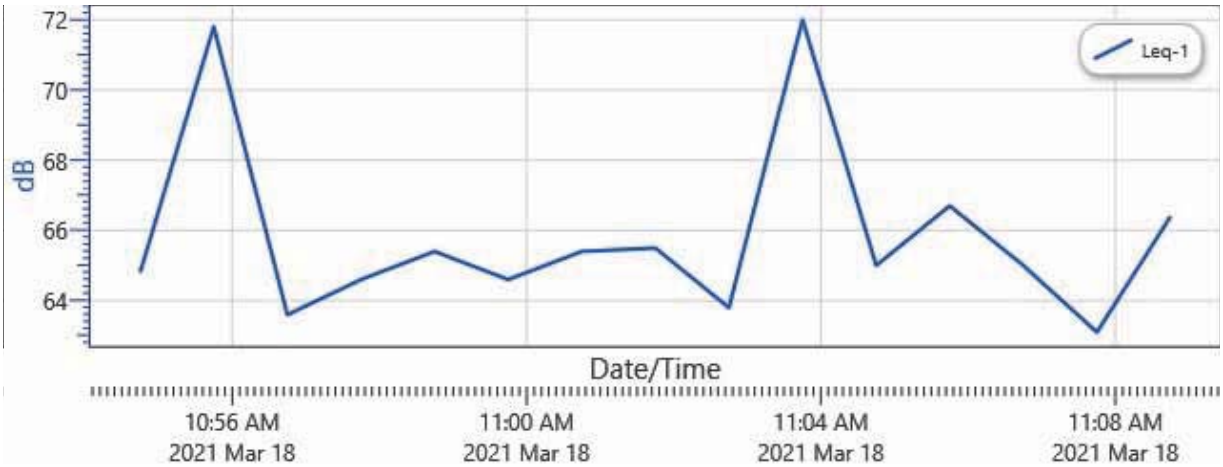
Logged Data Table

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: Wells Ende Park Contract No (s): N/A

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

Monitoring Site Number: 4 Monitoring Site Address: Willow Brook Ave / 1150-52

Measurement Taken By: EB

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 in both directions 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			

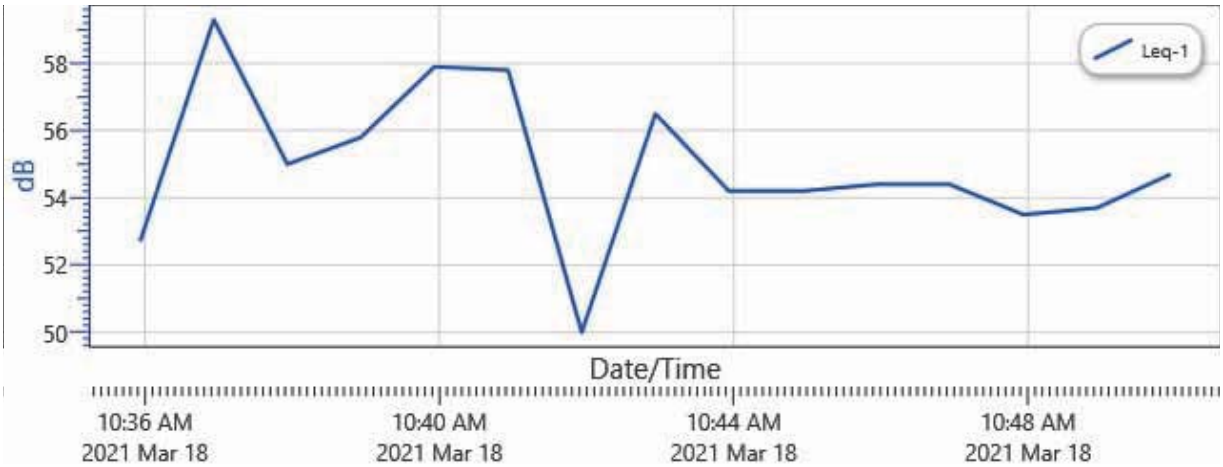
Logged Data Table

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: Wills State Park Contract No (s): N/A

Date: 3-18-2024 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. Airplane flyover
2. Crossing signal noise and LRT audible
3.
4.