

APPROVED

FEB 06 2020

BOARD OF RECREATION AND PARK COMMISSIONERS

BOARD REPORT

NO. 20-025

DATE February 6, 2020

C.D. 10

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: RANCHO CIENEGA PARK - CELES KING III POOL DEMOLITION (PRJ20308) (PRJ21190) (W.O. #E1908333) PROJECT – CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT, ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTION OF A MITIGATION MONITORING AND REPORTING PLAN AND APPROVAL OF THE PROJECT

AP Diaz \_\_\_\_\_ S. Piña-Cortez \_\_\_\_\_
H. Fujita \_\_\_\_\_ C. Santo Domingo DF \_\_\_\_\_
V. Israel \_\_\_\_\_ N. Williams \_\_\_\_\_

Handwritten signature: Denise Williams
General Manager

Approved X Disapproved \_\_\_\_\_ Withdrawn \_\_\_\_\_

RECOMMENDATIONS

- 1. Certify the Final Environmental Impact Report (FEIR), on file in the Board of Recreation and Park Commissioners (Board) Office and attached hereto as Attachment 3, prepared by and posted on the Department of Public Works, Bureau of Engineering (BOE) website, https://eng.lacity.org/celes\_king\_pool, for the proposed Celes King III Pool Demolition (PRJ20308) (PRJ21190) (W.O. #E1908333) Project (Project), finding that all potentially significant environmental effects of the project have been properly disclosed and evaluated in compliance with the provisions of the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines, and that the FEIR reflects the Department of Recreation and Parks' (RAP) independent judgment and analysis;
2. Adopt the Mitigation Monitoring and Reporting Plan for the proposed Project published under separate cover and attached hereto as Attachment 4, that specifies the mitigation measures to be implemented in accordance with CEQA Guidelines (Section 15097), and monitoring requirements for those measures;
3. Adopt the Findings of Fact and the Statement of Overriding Considerations for the proposed Project published under separate cover and attached hereto at Attachment 5;
4. Request BOE to file a Notice of Determination with the Los Angeles City Clerk and the Los Angeles County Clerk within five (5) working days of the Board certifying the FEIR;
5. Approve the proposed Project, as described in the FEIR; and,

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6. Authorize RAP's General Manager or designee to make technical corrections to carry out the intent of this Report.

### SUMMARY

Rancho Cienega Park is located at 5001 Obama Blvd (formerly Rodeo Road) in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles, in Council District 10. The proposed Project will assist with the larger Park rehabilitation, which is under construction and is scheduled to be completed in December 2020.

The previously approved Michelle and Barack Obama Sports Complex Project (formerly known as the *Rancho Cienega Sports Complex Project*) began construction in September 2018 and involves the development of upgraded and expanded facilities at Rancho Cienega Park, including construction of a new indoor pool. The proposed Project would begin in December 2020 after the new indoor pool is operational.

### Celes King III Pool Demolition Project

The proposed Project includes the demolition of the existing Celes King III indoor pool structure, demolition of surrounding hardscape, hazardous materials abatement, utility upgrades, and installation of landscape, hardscape and a playground.

### TREES AND SHADE

RAP's Project Manager, Landscape Architect, and RAP Forestry Division have surveyed the trees on the site and determined that of the 178 existing trees, none require removal as part of the proposed Project.

### ENVIRONMENTAL IMPACT

In accordance with the requirements of the California Environmental Quality Act (CEQA), BOE prepared an Environmental Impact Report (EIR) for the proposed Project. The FEIR is comprised of the Draft EIR (DEIR) and its appendices; comments received during the public hearing and the forty-five (45)-day review period and the City's responses to significant environmental issues raised; clarifying information and minor modifications pertinent to the DEIR; the FEIR appendices; a document containing the Findings of Fact and the Statement of Overriding Considerations, Sections 1-3 and Section 4, respectively; and the Mitigation Monitoring and Reporting Plan (MMRP).

The DEIR was circulated to all interested parties and responsible agencies for a forty-five (45) day review and comment period from March 28, 2019 through May 13, 2019. In addition, BOE also held a public hearing on the DEIR on April 11, 2019. During this public review and comment period, approximately 7 comment letters were received expressing both support of, or opposition to, the proposed Project. Significant environmental issues raised included air quality, traffic impacts, and stormwater runoff. All of the comments received regarding significant environmental

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issues raised, and subsequent City responses, were incorporated into the FEIR along with the transcript of the public hearing.

An MMRP has been prepared that specifies all of the feasible mitigation measures identified in the FEIR, which will either reduce or eliminate the potentially significant environmental impacts of the proposed Project in accordance with Section 15097 of the State CEQA Guidelines. However, as described above, the proposed Project would result in unavoidable, significant adverse impacts to cultural resources, and as such, requires that the Board adopt the Findings of Fact (Findings) and the Statement of Overriding Considerations prior to taking action to approve the proposed Project.

The FEIR determined that the existing building is a historical resource that is significant under California Register of Historical Resources Criterion 3 for its modern architectural design. As such, demolition of the Celes King III Pool building would cause a substantial adverse change to the historical resource by the removal of all of its features and would result in a significant impact. The FEIR determined that, even with the implementation of mitigation measures, such as the photo recordation and documentation of the existing building and the development of a display and interpretive material for public exhibition related to the history of the Celes King III Indoor Pool, impacts would remain significant and unavoidable.

As described above, the proposed Project would result in unavoidable, significant adverse impacts to cultural resources. The Finding of Facts, made by the decision-making body of the lead agency, explains how it dealt with each significant impact and alternative in the EIR. The Statement of Overriding Considerations (SOC) explains in detail why the social, economic, legal, technical or other beneficial aspects of the Project outweigh the unavoidable, adverse environmental impacts, and why the lead agency is willing to accept such impacts. Specifically, the SOC states that the proposed Project would provide several public benefits, as described in the following:

- **Provision of Community-Serving Park Space.** Although the existing Celes King III Pool building would be demolished, the proposed Project would construct a new playground on the site, and install new landscaping, benches, shade structures, and lighting. Additionally, the proposed Project would include a new community front lawn. Thus, the proposed Project would provide upgraded playground facilities and additional landscaping for the relaxation and enjoyment of the densely populated surrounding community.
- **Hazardous Materials Abatement.** A survey of the Celes King III Pool building indicated that the building may contain asbestos-containing materials and lead-based paint. Additionally, a preliminary survey conducted for the *Rancho Cienega Sports Complex Project* determined that the cracks in the concrete areas surrounding the pool are filled with a polymer material, commonly referred to as coping, that may contain polychlorinated biphenyls (PCBs). Additionally, lighting fixtures throughout the pool building may contain PCBs and oils. The proposed Project would abate and properly dispose these hazardous building materials.

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- **Alleviation of Maintenance Concerns.** The existing Celes King III Pool no longer meets the standard for competition pools, and has become a maintenance concern for the RAP. The proposed Project would alleviate these maintenance concerns through removal of the existing pool. The *Rancho Cienega Sports Complex Project* includes the construction of a new, competition sized pool to replace the existing pool.

As such, the FEIR finds that the benefits of implementing the proposed Project outweigh the significant and unavoidable impact, and the impact, therefore, is considered acceptable in light of the proposed Project's benefits.

The FEIR determined also that the proposed Project would result in ***potentially significant*** environmental effects on archaeological and paleontological resources and that the abatement of lead and asbestos present in the building to be demolished could have a potentially significant impact on workers and nearby sensitive users. It also found that intermittent and temporary noise during the demolition process would exceed the allowable noise level stated in the Los Angeles Municipal Code and that tribal cultural resources could be significantly affected by the proposed Project. The FEIR identified feasible mitigation measures to avoid or substantially reduce the environmental effects in these areas. Based on the information and analysis set forth in the FEIR, with the identified feasible mitigation measures incorporated into the proposed Project, impacts related to hazard and hazardous materials as well as noise and tribal cultural resources would be less than significant.

In light of these evaluations, staff recommends that the Board certify the FEIR, adopt the MMRP and adopt the Findings of Fact (Findings) and the Statement of Overriding Considerations prior to taking an action to approve the Project.

### FISCAL IMPACT

The proposed Project will be funded by a combination of the funding sources, consisting of Proposition K (LA For Kids), Municipal Improvement Corporation of Los Angeles (MICLA), and Community Development Block Grant (CDBG) funds. There is no immediate fiscal impact to RAP's General Fund as a result of this Project. However, future operations and maintenance costs will be included in future departmental annual budget requests RAP's General Fund.

### STRATEGIC PLAN INITIATIVES AND GOALS

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

**Goal No. 5:** Ensure an environmentally sustainable park system.

**Outcome No. 1:** Decreased energy consumption and achieve a smaller carbon footprint.

**Result:** The demolition of the energy and maintenance intensive Celes King III Pool structure falls in line with the energy reduction and carbon reduction tenets of Goal No 5.

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This Report was prepared by Ohaji K Abdallah, Project Manager, Department of Public Works, Bureau of Engineering (BOE) Architectural Division and Shokoufe Marashi, Environmental Supervisor I, BOE, Environmental Management Group (EMG). Reviewed by Neil Drucker, Interim Division Head, BOE Architectural Division, BOE; Maria Martin, Division Head, BOE, Environmental Management Group (EMG); Darryl Ford, Acting Superintendent, Planning, Construction and Maintenance Branch, RAP; and Paul Davis, Supervisor, Environmental Group, RAP.

### LIST OF ATTACHMENTS

1. Draft EIR for the Celes King II Pool Demolition (DEIR), dated March 2019
2. Appendices for the DEIR
3. Final Environmental Impact Report (FEIR) dated August 2019
4. Mitigation Monitoring and Reporting Plan dated August 2019
5. Finding of Facts & Statement of Overriding Considerations dated August 2019

**Draft Environmental Impact Report  
SCH No. 2018061048**

# **Rancho Cienega Celes King III Pool Demolition Project**



**City of Los Angeles**



**Department of  
Recreation and Parks**



**Bureau of Engineering  
Environmental  
Management Group**

**March 2019**



**Draft Environmental Impact Report**  
**Rancho Cienega Celes King III Pool Demolition Project**  
*State Clearinghouse No.: 2018061048*

*Prepared for:*

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March 2019





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- B – Air Quality and Greenhouse Gas Analysis Technical Memorandum, AECOM, March 2019
- C – Cultural Resources Assessment of Rancho Cienega Celes King III Pool Demolition Project, AECOM, June 2018
- D – Rancho Cienega Celes King III Pool Demolition Noise and Vibration Study, Terry A. Hayes Associates, August 2018
- E – Traffic Impact Analysis for LABOE Rancho Cienega Celes King III Pool Demolition Project, KOA Corporation, March 2019

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# EXECUTIVE SUMMARY

## ES.1 INTRODUCTION AND OVERVIEW

This Environmental Impact Report (EIR) has been prepared by the City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) to evaluate potential environmental effects that would result from development of the proposed Rancho Cienega Celes King III Pool Demolition Project (proposed project). This EIR has been prepared in conformance with the *California Environmental Quality Act of 1970* (CEQA) statutes (California Public Resources Code Section 2100 et. seq., as amended) and its implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq., 2016). BOE is identified as the lead agency for the proposed project under CEQA.

The existing Celes King III Pool no longer meets the standards for competition pools. Additionally, due to its age, the existing pool building was constructed with materials that are deemed hazardous, including asbestos and lead based paint. Thus, the overall purpose of the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. The proposed project would conduct required hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures. Construction of the proposed project would last for approximately 12 months.

## ES.2 PROJECT LOCATION AND SETTING

The approximately 0.4-acre project site consists of the Celes King III Indoor Pool, located in the southeast quadrant of the Rancho Cienega Sports Complex at 5001 Obama Boulevard (formerly Rodeo Road)<sup>1</sup> in the City of Los Angeles. The project site is centrally located in the West Adams-Baldwin Hills-Leimert community of the City of Los Angeles. The project site has historically been used as a recreation facility, with the Celes King III Pool building constructed in the 1960s. The Celes King III Pool building is a cinder-block/concrete walled, steel-supported structure that consists of offices, locker rooms, and support facilities located at the northern end of the building with the pool area located to the south. The project site is bounded by a paved surface parking lot to the west, a tennis shop and the Ira C. Massey Child Care Center to the north, tennis courts to the east, and Obama Boulevard to the south. Generally, the Rancho Cienega Sports Complex is bounded by the Los Angeles County Metropolitan Transportation Authority Expo Line light rail transit system to the north (along Exposition Boulevard), Dorsey High School to the east, residential land uses to the south across Obama Boulevard, and commercial uses to the west. Regional access to the project area is provided via Interstate 10 and Interstate 405. The project site is served by Obama Boulevard and Martin Luther King Jr. Boulevard to the south, La Brea Avenue to the west, Exposition Boulevard to the north, and Farmdale Avenue to the east.

## ES.3 PROJECT OBJECTIVES

The overall purpose for the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. The existing Celes King III Pool no longer meets the

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<sup>1</sup> Los Angeles City Council approved a name change from Rodeo Road to Obama Boulevard on August 28, 2018.

standards for competition pools, and has become a maintenance concern for the City of Los Angeles Department of Recreation and Parks (LARAP).

The objectives of the proposed project are:

- To alleviate the maintenance concerns for the existing Celes King III Pool.
- To provide additional upgraded playground facilities in a densely populated area.
- To provide additional landscaping for the park for relaxation and enjoyment.
- To remove and properly dispose hazardous materials used in the construction of the Celes King III Pool.

#### **ES.4 PROPOSED PROJECT CHARACTERISTICS**

The proposed project would conduct required hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of a playground and shade structures.

The proposed playground would be centrally located in the southern portion of the project site, where the existing Celes King III Pool building is currently located. The surface of the playground would consist of soil rubber material. Proposed playground equipment would include a jungle gym and swings, or similar play structures. Benches would be provided within and around the playground area.

The lawn area would be located to the north of the playground area and would include landscaped elements. Trees, hedges, and planters would be located throughout the project site. The existing planters fronting Obama Boulevard and the two trees located at the western perimeter of the project site would remain. Hedges would be provided along the western and southern perimeter of the project site to provide a physical barrier between the playground and parking lot on the west and the playground and sidewalk on the south. Additional hedges would be placed along the southeast perimeter and in the northern portion of the project site. Trees would be planted in the northeast quadrant of the project site and provide a shaded area, along with additional shade structures.

The design of the community front lawn and playground would incorporate lighting and other security measures. Light posts would be located around the perimeter of the playground area and along the pedestrian paths. The playground area would be set back from the sidewalk and would be surrounded by hedges. As previously discussed, hedges would be provided along the perimeter of the project site to provide a physical barrier between the playground and parking lot on the west and the playground and sidewalk on the south.

Demolition and construction activities would last approximately 12 months from December 2020 to December 2021. Conducting the required hazardous materials abatement, draining water from the existing Celes King III Pool, and demolishing the Celes King III Pool building would take approximately 4 months to complete. Infill of the pool pit would last approximately 2 months. Rough grading of the site, utility installations, landscaping and hardscaping, and

installation of playground and shade structures would last approximately 6 months. Following construction, the community front lawn and playground area would be passive recreation uses.

The previously approved *Rancho Cienega Sports Complex Project* began construction in September 2018 and involves the development of upgraded and expanded facilities at the Rancho Cienega Sports Complex, including construction of a new indoor pool. Construction of the proposed project, *Rancho Cienega Celes King III Pool Demolition Project*, would occur in December 2020 after the new indoor pool is operational.

## ES.5 ISSUES RAISED BY THE PUBLIC AND AGENCIES

In accordance with the CEQA Guidelines, an Initial Study was prepared and a Notice of Preparation (NOP) was distributed on June 21, 2018, to approximately 650 public agencies, interested organizations, members of the general public, and adjacent residents in the project area. Additionally, copies of the NOP were posted at the project site at the Celes King III Pool building and at the Ira C. Massey Child Care Center. A scoping meeting was held near the project site at the Ira C. Massey Childcare Center in the Rancho Cienega Sports Complex in Los Angeles on June 28, 2018. The purpose of the NOP and scoping meeting was to provide notification that BOE planned to prepare an EIR for the proposed project and to solicit input from public agencies and the general public on the scope and content of the EIR. Five written comment letters were received from various agencies. The following list summarizes the public comments and questions that were received during the NOP comment period and at the scoping meeting related to environmental issues:

- **Public Noticing.** Notices should be posted at the pool building. (Refer to previous paragraph)
- **Construction Timeline.** A description of the timeline for the demolition of the Celes King III Pool building as it relates to construction of the *Rancho Cienega Sports Complex Project* components should be discussed. (See Chapter 2, Project Description)
- **Air Quality.** Potential construction-related air quality impacts to students and school staff should be considered. (See Section 3.1, Air Quality)
- **Hazardous Materials.** Potential hazards in the soils and underneath the existing pool foundation should be discussed. (See Section 3.4, Hazards and Hazardous Materials)
- **Noise.** Construction noise impacts to students and school staff should be analyzed. (See Section 3.5, Noise)
- **Transportation and Traffic.** Construction-related traffic should be coordinated with the Los Angeles Unified School District Transportation Branch. Potential impacts related to pedestrian safety for students and school staff should be considered. (See Section 3.6, Transportation and Traffic)
- **Tribal Cultural Resources.** Lead agencies should consult with California Native American tribes and a discussion of impacts to tribal cultural resources should be included. (See Section 3.7, Tribal Cultural Resources)



## **ES.6 SUMMARY OF ENVIRONMENTAL IMPACTS**

An analysis of the environmental impacts caused by the proposed project has been conducted and is contained in this EIR. Seven issue areas are analyzed in detail and presented in Chapter 3 of this EIR. Table ES-1 provides a summary of the potentially significant environmental impacts that would result during construction and operation of the proposed project, mitigation measures that would lessen potential environmental impacts, and the level of significance of the environmental impacts that would remain after implementation of the proposed mitigation, if necessary. The EIR identifies potentially significant impacts requiring mitigation measures for cultural resources (Section 3.2), hazards and hazardous materials (Section 3.4), construction noise (Section 3.5), and tribal cultural resources (Section 3.7). Specific mitigation measures have been identified to reduce the short-term impacts to a less than significant level, except for cultural resource. Demolition of the existing Celes King III Pool Building would result in a substantial change to the historical resource that could not be reduced. Therefore, construction of the proposed project would result in a significant and unavoidable cultural resources impact to the historical resource. The EIR identified less than significant impacts for air quality (Section 3.1), greenhouse gas emissions (Section 3.3), and transportation and traffic (Section 3.6).

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Significance Determination	Mitigation Measures	Significance After Mitigation
<b>AIR QUALITY</b>			
<b>AIR-1:</b> Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less than significant	No mitigation measures are required.	Less than significant
<b>AIR-2:</b> Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less than significant	No mitigation measures are required.	Less than significant
<b>AIR-3:</b> Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	Less than significant	No mitigation measures are required.	Less than significant
<b>AIR-4:</b> Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than significant	No mitigation measures are required.	Less than significant
<b>CULTURAL RESOURCES</b>			
<b>CUL-1:</b> Would the project cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	Potentially significant	<b>CR-A:</b> Prior to demolition, Secretary of the Interior-qualified professionals in history or architectural history shall perform photo recordation and documentation consistent with HABS documentation. HABS-type documentation shall consist of large-format archival photographs, reproductions of historic drawings, if available, a sketch map, and written data (e.g., historic context, building description)	Significant and Unavoidable

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Significance Determination	Mitigation Measures	Significance After Mitigation
		<p>that comprise a detailed record that reflects the building's historical significance. Following completion of the HABS-type documentation, the materials shall be placed on file with LABOE, the Los Angeles Public Library, and the LA Conservancy.</p> <p><b>CR-B:</b> A display and interpretive material for public exhibition concerning the history of the Rancho Cienega Sports Complex and the Celes King III Indoor Pool shall be developed. The display and interpretive material shall incorporate information produced in the HABS-like documentation and historical research related to the historical resource. This display and interpretive material shall be available to the public in a physical and/or digital format, such as a poster or website page.</p>	
<p><b>CUL-2:</b> Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?</p>	<p>Potentially significant</p>	<p><b>CR-C:</b> Archaeological monitoring shall consist of spot checking until native soils are observed, at which time monitoring will be conducted full time. The archaeological</p>	<p>Less than significant</p>

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Significance Determination	Mitigation Measures	Significance After Mitigation
		<p>monitor shall have the authority to redirect construction equipment in the event potential archaeological resources are encountered. If archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment or further investigation of the resource is determined by a qualified archaeologist in accordance with the provisions of CEQA Guidelines Section 15064.5. In addition, it is recommended that the construction personnel and staff receive training on possible archaeological resources that may be present in the area to establish an understanding of what to look for during ground-disturbing activities.</p>	
<p><b>CUL-3:</b> Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>Potentially significant</p>	<p><b>CR-D:</b> Excavations into undisturbed older Quaternary layers, which vary in depth within the project site, shall be monitored. Monitoring shall consist of spot checking until native soils are observed, at which time monitoring shall be conducted full-time. In the</p>	<p>Less than significant</p>

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Significance Determination	Mitigation Measures	Significance After Mitigation
		event that potential paleontological resources are encountered, a qualified paleontologist shall be retained to recover and record any fossil remains discovered. Any fossils, should they be recovered, shall be prepared, identified, and catalogued before curation in an accredited repository designated by the lead agency.	
<b>CUL-4:</b> Would the project disturb any human remains, including those interred outside of formal cemeteries?	Less than significant	No mitigation measures are required.	Less than significant
<b>GREENHOUSE GAS EMISSIONS</b>			
<b>GHG-1:</b> Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant	No mitigation measures are required.	Less than significant
<b>GHG-2:</b> Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purposed of reducing the emissions of greenhouse gases?	Less than significant	No mitigation measures are required.	Less than significant
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>HAZ-1:</b> Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially significant	<b>HAZ-A:</b> Prior to demolition of the Celes King III Pool building, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Significance Determination	Mitigation Measures	Significance After Mitigation
		materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels.	
<b>HAZ-2:</b> Would the project 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?	Potentially significant	See Mitigation Measure HAZ-A above.	Less than significant
<b>HAZ-3:</b> Would the project emit hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially significant	See Mitigation Measure HAZ-A above.	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Significance Determination	Mitigation Measures	Significance After Mitigation
<b>NOISE</b>			
<p><b>NOI-1:</b> Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<p>Potentially significant</p>	<p><b>NOI-A:</b> Construction equipment shall be properly maintained and equipped with mufflers.</p> <p><b>NOI-B:</b> Construction equipment shall have rubber tires instead of tracks.</p> <p><b>NOI-C:</b> Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.</p> <p><b>NOI-D:</b> A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern.</p> <p><b>NOI-E:</b> The construction manager shall coordinate with the site administrator for Dorsey High School to schedule construction activity such that student exposure to noise is minimized.</p>	<p>Less than Significant</p>

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Significance Determination	Mitigation Measures	Significance After Mitigation
		<p><b>NOI-F:</b> The public shall be notified in advance of the location and dates of construction hours and activities.</p> <p><b>NOI-G:</b> Construction activities shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. when located within 500 feet of occupied sleeping quarters or other land uses sensitive to increased nighttime noise levels.</p> <p><b>NOI-H:</b> If Mitigation Measures NOI-A through NOI-G do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted (e.g., Mitigation Measure NOI-D).</p>	
<b>NOI-2:</b> Would the project result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	Less than significant	No mitigation measures are required	Less than significant
<b>NOI-3:</b> Would the project result in a substantial permanent increase in ambient	No impact	No mitigation measures are required.	No impact



**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Impact</b>	<b>Significance Determination</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
noise levels in the project vicinity above levels existing without the project?			
<b>NOI-4:</b> Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially significant	See Mitigation Measures NOI-A through NOI-H above	Less than Significant
<b>TRANSPORTATION AND TRAFFIC</b>			
<b>TRA-1:</b> Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Less than significant	No mitigation measures are required.	Less than significant
<b>TRIBAL CULTURAL RESOURCES</b>			
<b>TCR-1:</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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)?	Less than significant	No mitigation measures are required.	Less than significant
<b>TCR-2:</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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 the Public Resources Code Section 5024.1?	Potentially significant	<b>TCR-A:</b> A trained Native American consultant or consultants shall be engaged to monitor ground-disturbing work in the area containing the Native American cultural resources. The consultant or consultants shall be selected from the	Less than significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

<b>Environmental Impact</b>	<b>Significance Determination</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
		<p>interested Native American parties who consulted on the project, which include the Gabrieleno Band of Mission Indians – Kizh Nation and the Gabrieleno Tongva Indians of California Tribal Council, as of the date of this document. This monitoring shall occur on an as-needed basis as determined by BOE in consultation with interested tribes, and shall be intended to ensure that Native American concerns are taken into account during the construction process. The Native American consultant will report findings to BOE or its archaeological consultant, which will disseminate the information to the consulting Native American parties. The Native American parties identified by the NAHC shall be consulted regarding the treatment and final disposition of any materials of Native American origin found during the course of the project, if any, and will assist BOE in determining whether these materials constitute tribal cultural resources.</p>	

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# 1.0 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) to evaluate potential environmental effects that would result from development of the proposed Rancho Cienega Celes King III Pool Demolition Project (proposed project). This EIR has been prepared in conformance with the *California Environmental Quality Act of 1970* (CEQA) statutes (California Public Resources Code Section 2100 et. seq., as amended) and its implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq., 2016). BOE is identified as the lead agency for the proposed project under CEQA.

## 1.1 SUMMARY OF THE PROPOSED PROJECT

The existing Celes King III Pool no longer meets the standards for competition pools. Additionally, due to its age, the existing pool building was constructed with materials that are deemed hazardous, including asbestos and lead based paint. Thus, the overall purpose of the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. The proposed project would conduct required hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures. Construction of the proposed project would last for approximately 12 months.

## 1.2 THE CEQA ENVIRONMENTAL PROCESS

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of a proposed project. The EIR process is intended to facilitate the evaluation of potentially significant direct, indirect, and cumulative environmental impacts of a proposed project, and to identify feasible mitigation measures and alternatives that might reduce or avoid the project's significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to remain significant after the application of mitigation measures.

### 1.2.1 Notice of Preparation and Initial Study

In accordance with the CEQA Guidelines, an Initial Study was prepared and a Notice of Preparation (NOP) was distributed on June 21, 2018, to approximately 650 public agencies, interested organizations, members of the general public, and adjacent residents in the project area. Additionally, copies of the NOP were posted at the project site at the Celes King III Pool building and at the Ira C. Massey Child Care Center. The purpose of the NOP was to provide notification that BOE planned to prepare an EIR for the proposed project and to solicit input on the scope and content of the EIR. Five written comment letters were received from various agencies. The Initial Study, NOP, and these comment letters are included in Appendix A to this EIR.

A scoping meeting was held near the project site at the Ira C. Massey Childcare Center in the Rancho Cienega Sports Complex in Los Angeles on June 28, 2018. The purpose of this

meeting was to seek input from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project to be addressed in the EIR. Approximately 60 people attended the public scoping meeting.

The following list summarizes the public comments and questions that were received during the NOP comment period and at the scoping meeting related to environmental issues:

- **Public Noticing.** Notices should be posted at the pool building. (Refer to previous paragraph)
- **Construction Timeline.** A description of the timeline for the demolition of the Celes King III Pool building as it relates to construction of the *Rancho Cienega Sports Complex Project* components should be discussed. (See Chapter 2, Project Description)
- **Air Quality.** Potential construction-related air quality impacts to district students and school staff should be considered. (See Section 3.1, Air Quality)
- **Hazardous Materials.** Potential hazards in the soils and underneath the existing pool foundation should be discussed. (See Section 3.4, Hazards and Hazardous Materials)
- **Noise.** Construction noise impacts to students and school staff should be analyzed. (See Section 3.5, Noise)
- **Transportation and Traffic.** Construction-related traffic should be coordinated with the Los Angeles Unified School District Transportation Branch. Potential impacts related to pedestrian safety for students and school staff should be considered. (See Section 3.6, Transportation and Traffic)
- **Tribal Cultural Resources.** Lead agencies should consult with California Native American tribes and a discussion of impacts to tribal cultural resources should be included. (See Section 3.7, Tribal Cultural Resources)

### 1.2.2 Draft EIR

This EIR focuses on the environmental impacts identified as potentially significant during the Initial Study process, including the comments received in response to the NOP. The issue areas analyzed in detail in this EIR include air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, transportation and traffic, and tribal cultural resources. Effects not found to be significant are addressed in Section 4.2 of Chapter 4, Impact Overview, of this EIR.

This Draft EIR is being circulated for 45 days for public review and comment. The timeframe of the public review period is identified in the Notice of Availability attached to this Draft EIR. During this period, comments from the general public, organizations, and agencies regarding environmental issues analyzed in the Draft EIR and the Draft EIR's accuracy and completeness may be submitted to the lead agency at:

Shokoufe Marashi, Environmental Supervisor I  
City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600  
Los Angeles, CA 90015  
E-Mail: Shokoufe.Marashi@lacity.org

General questions about this EIR and the EIR process should also be submitted to the lead agency at the address above. The City will prepare written responses to all comments received pertaining to environmental issues raised in the Draft EIR if they are submitted in writing and postmarked by the last day of the public review period identified in the Notice of Availability.

Prior to approval of the proposed project or an alternative of the proposed project, the City, as the lead agency and decision-making entity for the project, is required to certify that this EIR has been completed in accordance with CEQA, that the EIR reflects the independent judgment of the lead agency, and that the information in this EIR has been considered during the review of the project. CEQA also requires the City to adopt “findings” with respect to each significant environmental effect identified in the EIR (California Public Resources Code Section 21081; California Code of Regulations., Title 14, Section 15091). For each significant effect, CEQA requires the approving agency to make one or more of the following findings:

- Alterations have been made to avoid or substantially lessen significant impacts identified in the Final EIR.
- The responsibility to carry out such changes or alterations is under the jurisdiction of another agency.
- Specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or project alternatives identified in the Final EIR.

If the City concludes that the proposed project would result in significant effects that have been identified in this EIR but cannot be substantially lessened or avoided by feasible mitigation measures, it must adopt a “statement of overriding considerations” in order to approve the project (California Public Resources Code Section 21801[b]). Such statements are intended under CEQA to provide a means by which the lead agency balances, in writing, the benefits of the proposed project with the significant and unavoidable environmental impacts. Where the lead agency concludes that the economic, legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts “acceptable” and approve the proposed project.

In addition, the City must also adopt a Mitigation Monitoring and Reporting Program describing the changes that were incorporated into the project or made a condition of approval in order to mitigate or avoid significant effects on the environment (California Public Resources Code Section 21081.6). The Mitigation Monitoring and Reporting Program is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project or an alternative to the proposed project, the lead agency will be responsible for the implementation of the Mitigation Monitoring and Reporting Program.

## 1.3 ORGANIZATION OF THE EIR

This EIR is organized as follows:

The **Executive Summary** of this EIR provides an overview of the information provided in detail in subsequent chapters. It consists of an introduction; a brief description of the proposed project; a discussion of issues raised by the public and agencies relative to the project construction and operations; and a table that summarizes the potential environmental impacts in each issue area, the significance determination for those impacts, mitigation measures, and significance after mitigation.

**Chapter 1 (Introduction)** provides a summary of the proposed project, an overview of the CEQA environmental review process, and a description of the organization of the EIR.

**Chapter 2 (Project Description)** provides a description of the proposed project. Project objectives are identified and information on the proposed project characteristics and construction and operational scenarios is provided. This chapter also includes a description of the intended uses of the EIR and public agency actions related to the proposed project.

**Chapter 3 (Environmental Setting, Impacts, and Mitigation)** describes the potential environmental effects of implementing the proposed project. The discussion in Chapter 3 is organized into 7 environmental issue areas, as follows:

- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation and Traffic
- Tribal Cultural Resources

For each environmental issue, the analysis and discussion are organized into five subsections as described below:

*Environmental Setting* – This subsection describes, from a local and regional perspective, the physical environmental conditions in the vicinity of the proposed project and at the project site at the time of publication of the NOP. The environmental setting establishes the baseline conditions, which were used by the City to determine whether specific project-related impacts would be significant.

*Thresholds of Significance* – This subsection identifies a set of thresholds by which the level of impact is determined.

*Environmental Impacts* – This subsection provides information on the environmental effects of the proposed project and whether the impacts of the proposed project would meet or exceed the established significance criteria.

*Mitigation Measures* – This subsection identifies feasible mitigation measures that would avoid or substantially reduce significant adverse project-related environmental impacts.

*Significance after Mitigation* – This subsection indicates whether project-related impacts would be reduced to below a level of significance with implementation of the mitigation measures identified in the EIR. This subsection also identifies any residual significant and

unavoidable adverse effects of the proposed project that would result even after the mitigation measures have been implemented.

**Chapter 4 (Impact Overview)** presents the other mandatory CEQA sections, including the following:

*Significant Unavoidable Adverse Impacts* – This subsection identifies and summarizes the unavoidable significant impacts described in greater detail in Chapter 3.

*Effects Not Found to be Significant* – This subsection identifies and summarizes the issue areas that were determined to have no adverse environmental effect or a less than significant environmental effect given the established significance criteria.

*Cumulative Impacts* – This subsection addresses the potentially significant cumulative impacts that may result from the proposed project when taking into account related or cumulative impacts resulting from other past, present, and reasonably foreseeable future projects.

*Irreversible Environmental Changes* – This subsection addresses the extent to which the proposed project would result in a significant commitment of non-renewable resources.

*Growth-Inducing Impacts* – This subsection describes the potential of the proposed project to induce economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment.

**Chapter 5 (Alternatives)** describes and evaluates the comparative merits of a reasonable range of project alternatives that would feasibly attain most of the basic objectives of the proposed project and avoid or substantially lessen potentially significant project-related impacts. This chapter also describes the analysis and rationale for selecting the range of alternatives discussed in the EIR and identifies the alternatives considered by the City that were rejected from further detailed analysis during the planning process. Chapter 5 also includes a discussion of the environmental effects of the No Project Alternative and identifies the environmentally superior alternative.

**Chapter 6 (Acronyms and Abbreviations)** provides an alphabetical list of all acronyms and abbreviations used in this EIR.

**Chapter 7 (List of Preparers and Persons Consulted)** identifies those persons responsible for the preparation of this EIR.

**Chapter 8 (References)** provides a bibliography of reference materials used in the preparation of this EIR.



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## **2.0 PROJECT DESCRIPTION**

This chapter provides a description of the Rancho Cienega Celes King III Pool Demolition Project (proposed project) evaluated in this EIR. The project background, project location, environmental setting, and project objectives are described, followed by a description of project characteristics, the construction scenario, and summary of the project approvals that would be required with the implementation of the proposed project. Additional descriptions of the environmental setting as it relates to each of the environmental issue areas analyzed in this EIR are included in the environmental setting discussion contained within Chapter 3.0, Environmental Setting, Impacts, and Mitigation. This information is provided pursuant to CEQA Guidelines Section 15124.

### **2.2 PROJECT LOCATION**

The project site is located in the southeast quadrant of the Rancho Cienega Sports Complex at 5001 Obama Boulevard (formerly Rodeo Road)<sup>2</sup> in the City of Los Angeles. The project site is bounded by a paved surface parking lot to the west, a tennis shop approved for renovation and the Ira C. Massey Child Care Center to the north, tennis courts to the east, and Obama Boulevard to the south. Generally, the Rancho Cienega Sports Complex is bounded by the Los Angeles County Metropolitan Transportation Authority Expo Line light rail transit system to the north (along Exposition Boulevard), Dorsey High School to the east, residential land uses to the south across Obama Boulevard, and commercial uses to the west. Regional access to the project area is provided via Interstate 10 and Interstate 405. The project site is served by Obama Boulevard and Martin Luther King Jr. Boulevard to the south, La Brea Avenue to the west, Exposition Boulevard to the north, and Farmdale Avenue to the east. Figure 2-1 shows the regional location of the project site. Figure 2-2 shows the boundaries of the project site within the Rancho Cienega Sports Complex property.

### **2.3 PHYSICAL ENVIRONMENTAL SETTING**

#### **2.3.1 Project Site**

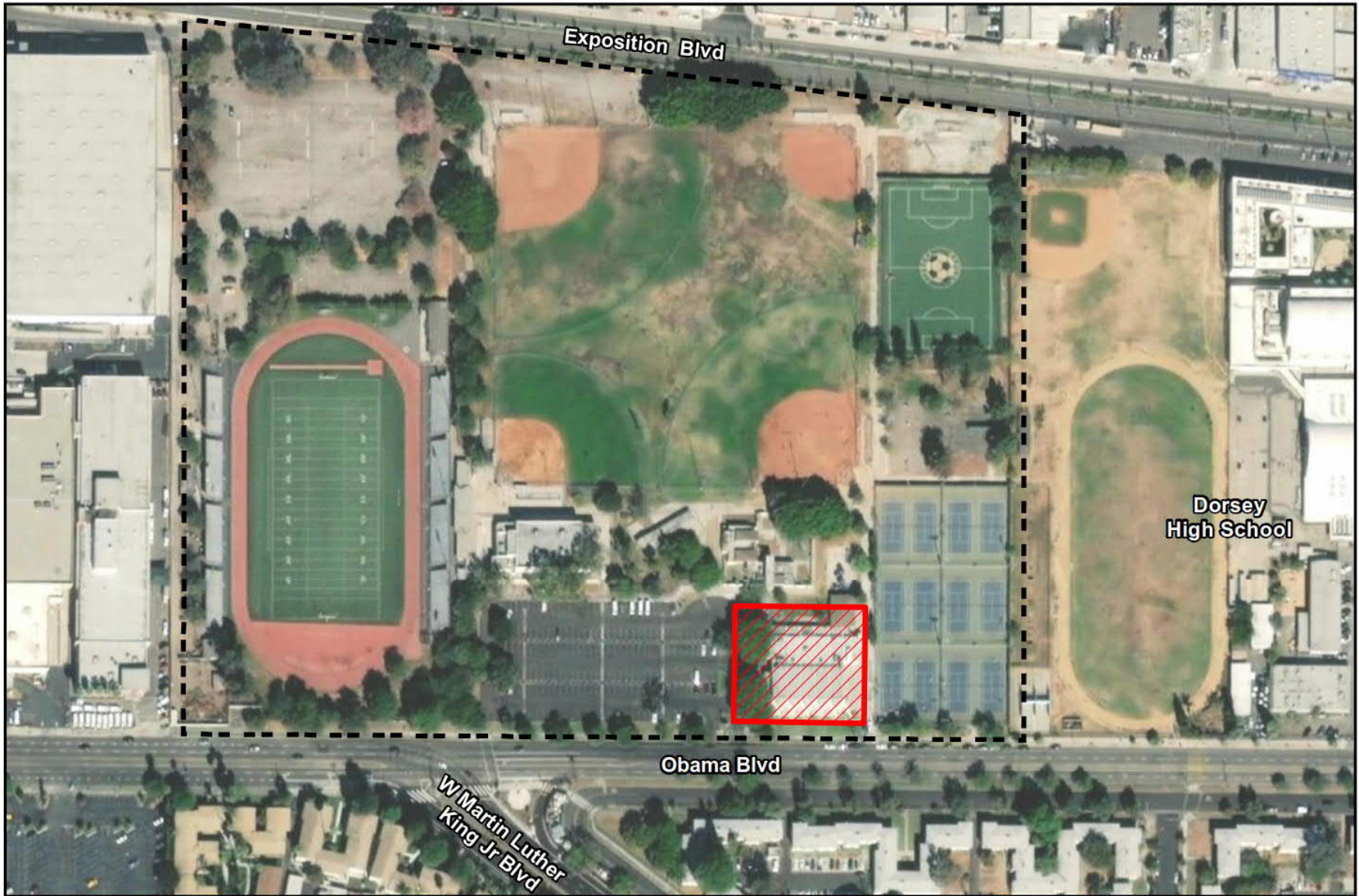
The approximately 0.4-acre project site consists of the Celes King III Indoor Pool, located within the Rancho Cienega Sports Complex. The project site has historically been used as a recreation facility, with the Celes King III Pool building constructed in the 1960s. The Celes King III Pool building is a cinder-block/concrete walled, steel-supported structure that consists of offices, bathhouse, and support facilities located at the northern end of the building with the pool area located to the south.

#### **2.3.2 Surrounding Setting**

The project site is centrally located in the West Adams-Baldwin Hills-Leimert community of the City of Los Angeles. Immediately south of the project site is Obama Boulevard and immediately north, east, and west of the project site is the Rancho Cienega Sports Complex. The existing Rancho Cienega Sports Complex is currently developed as a sports complex. The existing complex contains a variety of facilities, including a gymnasium, basketball courts, baseball diamond, child play area, community room, football field, handball courts, picnic tables, soccer field, skate park, and tennis courts. Beyond the immediate surroundings, the project site is



<sup>2</sup> Los Angeles City Council approved a name change from Rodeo Road to Obama Boulevard on August 28, 2018.





Source: Esri 2018.



-  Celes King III Pool
-  Rancho Cienega Sports Complex

**Figure 2-2**  
**Project Location Map**

characterized by industrial and low- and medium-density residential uses to the north, industrial uses to the west, public facilities to the east, and commercial and medium-density residential uses to the south.

### **2.3.3 General Plan Designation and Zoning**

The project site is located within the West Adams-Baldwin Hills-Leimert Community Plan Area and within Los Angeles City Council District 10.<sup>3</sup> The City of Los Angeles General Plan designates the project site as Open Space.<sup>4</sup> The project site is zoned OS (Open Space), which allows for the development of parks and recreation facilities, including park land/lawn areas and childrens' play areas.<sup>5,6</sup> Part of the purpose of the OS Zone is to provide outdoor recreation opportunities and advance the public health and welfare.<sup>7</sup>

## **2.4 PROJECT OBJECTIVES**

The overall purpose for the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. The existing Celes King III Pool no longer meets the standards for competition pools, and has become a maintenance concern for the City of Los Angeles Department of Recreation and Parks.

The objectives of the proposed project are:

- To alleviate the maintenance concerns for the existing Celes King III Pool.
- To provide additional upgraded playground facilities in a densely populated area.
- To provide additional landscaping for the park for relaxation and enjoyment.
- To remove and properly dispose hazardous materials used in the construction of the Celes King III Pool.

## **2.5 PROPOSED PROJECT CHARACTERISTICS**

The proposed project would conduct required hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures. Figure 2-3 shows the proposed layout of the playground and community front lawn.

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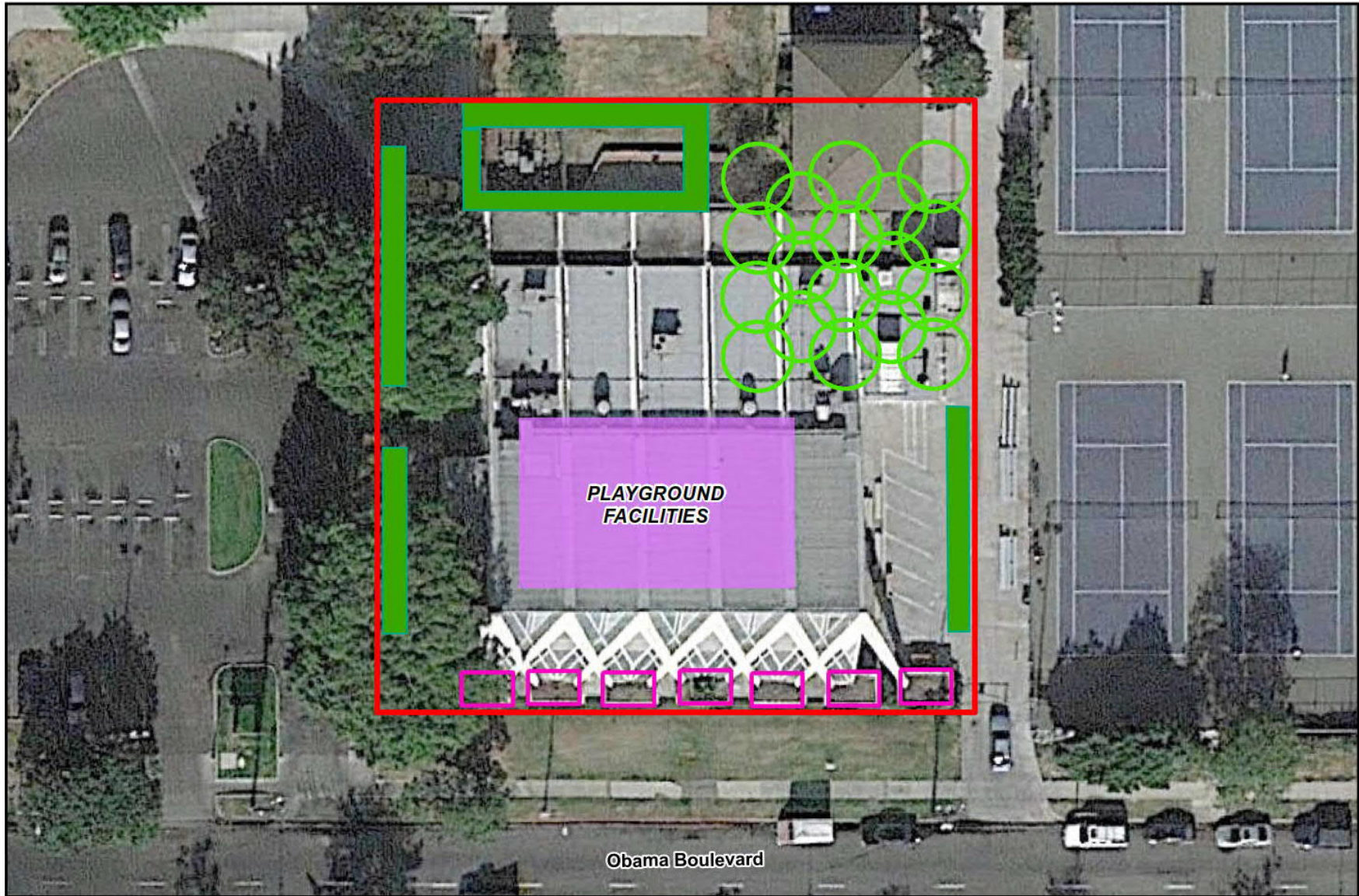
<sup>3</sup> City of Los Angeles Zoning Information and Map Access System (ZIMAS). Website: <http://zimas.lacity.org/>, accessed April 26, 2018.

<sup>4</sup> City of Los Angeles Department of City Planning, *West Adams-Baldwin Hills-Leimert Community Plan, General Plan Land Use Map*, April 2017, available at: <https://planning.lacity.org/complan/central/PDF/genlumap.wad.pdf>, accessed July 25, 2018.

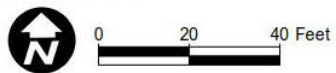
<sup>5</sup> ZIMAS. Website: <http://zimas.lacity.org/>, accessed April 26, 2018.

<sup>6</sup> City of Los Angeles Municipal Code (LAMC), Section 12.04.05.

<sup>7</sup> Ibid.



Source: Esri 2018.



-  Project Site
-  Hedges
-  Existing Planters
-  Trees

**Figure 2-3**  
**Conceptual Site Plan**

The proposed playground would be centrally located in the southern portion of the project site, where the existing Celes King III Pool building is currently located. The surface of the playground would consist of soil rubber material. Proposed playground equipment would include a jungle gym and swings, or similar play structures. Benches would be provided within and around the playground area. The lawn area would be located to the north of the playground area and would include landscaped elements. Trees, hedges, and planters would be located throughout the project site. The existing planters fronting Obama Boulevard and the two trees located at the western perimeter of the project site would remain. Hedges would be provided along the western and southern perimeter of the project site to provide a physical barrier between the playground and parking lot on the west and the playground and sidewalk on the south. Additional hedges would be placed along the southeast perimeter and in the northern portion of the project site. Trees would be planted in the northeast quadrant of the project site and provide a shaded area, along with additional shade structures.

The design of the community front lawn and playground would incorporate lighting and other security measures. Light posts would be located around the perimeter of the playground area and along the pedestrian paths. The playground area would be set back from the sidewalk and would be surrounded by hedges. As discussed above, hedges would be provided along the perimeter of the project site to provide a physical barrier between the playground and parking lot on the west and the playground and sidewalk on the south.

## **2.6 CONSTRUCTION SCENARIO**

Demolition and construction activities would last approximately 12 months from December 2020 to December 2021. Conducting the required hazardous materials abatement, draining water from the existing Celes King III Pool, and demolishing the Celes King III Pool building would take approximately 4 months to complete. Approximately 14,000 cubic yards of demolition debris would be exported from the project site. Infill of the pool pit would last approximately 2 months, requiring approximately 1,600 cubic yards of soil to be imported for backfill. Rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures would last approximately 6 months.

Demolition and construction activities would require an average of 10 truck roundtrips per day, with a peak of 18 daily truck roundtrips occurring during one month for the infill of the pool pit. A total of approximately 20 construction workers would be on-site each day. Demolition and hazardous materials abatement would require approximately four types of equipment, consisting of a demolition excavator, articulating dump truck, street sweeper, and 20 yard roll off bins. Construction activities would require approximately four types of equipment, consisting of a compactor, several 20 yard roll off bins, street sweepers, and several backhoes/skip loaders, as well as concrete trucks as necessary. It is not anticipated that any trees would be removed as part of the proposed project.

Following construction, the community front lawn and playground area would be passive recreation uses.

The previously approved *Rancho Cienega Sports Complex Project* began construction in September 2018 and involves the development of upgraded and expanded facilities at the Rancho Cienega Sports Complex, including construction of a new indoor pool. Construction of the proposed project, *Rancho Cienega Celes King III Pool Demolition Project*, would occur in December 2020 after the new indoor pool is operational.

### 2.6.1 Construction Best Management Practices

An appropriate combination of monitoring and resource impact avoidance would be employed during all phases of the proposed project, including implementation of the following Best Management Practices:

- The proposed project would implement Rule 403 dust control measures required by the South Coast Air Quality Management District, which would include the following:
  - Water shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes.
  - The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:
    - a. Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
    - b. Pave the surface extending at least 100 feet and at least 20 feet wide;
    - c. Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
    - d. Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.
  - All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
  - Construction activity on exposed or unpaved dirt surfaces shall be suspended when wind speed exceeds 25 miles per hour.
  - Ground cover in disturbed areas shall be replaced in a timely fashion when work is completed in the area.
  - A community liaison shall be identified concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> (particulate matter 10 microns in diameter or less) generation.
  - Non-toxic soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
  - Traffic speeds on all unpaved roads shall be limited to 15 miles per hour or less.
  - Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used.
- The construction contractor would develop and implement an erosion control plan and Storm Water Pollution Prevention Plan for construction activities. Erosion control and grading plans may include, but would not be limited to, the following:
  - Minimizing the extent of disturbed areas and duration of exposure;
  - Stabilizing and protecting disturbed areas;
  - Keeping runoff velocities low; and
  - Retaining sediment within the construction area.
  - Construction erosion control Best Management Practices may include the following:
    - a. Temporary desilting basins;
    - b. Silt fences;
    - c. Gravel bag barriers;
    - d. Temporary soil stabilization with mattresses and mulching;



- e. Temporary drainage inlet protection; and
  - f. Diversion dikes and interceptor swales.
- The proposed project would comply with the Regional Water Quality Control Board's National Pollutant Discharge Elimination System.
  - The proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance.

Construction activities would comply with the *City's Municipal Noise Ordinance*, and construction work hours would be limited to between 7:00 a.m. and 9:00 p.m., Monday through Friday.

## **2.7 INTENDED USES OF THE EIR**

An EIR is a public document used by a public agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid environmental damage (CEQA Guidelines Section 15121). As an informational document, an EIR does not advocate for or against approving a project. The main purpose of an EIR is to inform governmental decision makers and the public about potential environmental impacts of the project. This EIR will be used by BOE, as the lead agency under CEQA, in making decisions with regard to adoption of the proposed project, the subsequent construction and operation of the project, and the related approvals described herein.

## **2.8 PROJECT APPROVALS**

BOE is the project lead agency pursuant to CEQA Guidelines Section 15367. Numerous approvals and/or permits would be required to implement the proposed project. The environmental documentation for the project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the project. These approvals and permits may include but may not be limited to, the following:

### **State of California, Los Angeles Regional Water Quality Control Board**

- National Pollutant Discharge Elimination System Permit for stormwater discharge

### **City of Los Angeles Department of Building and Safety**

- Building Permit
- Grading Permit

### **City of Los Angeles**

- Permits for disposal of materials and haul routes

**City of Los Angeles Department of Recreation and Parks**

- Project and design review
- EIR Approval

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### **3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION**

The following sections of this EIR include an analysis, by issue area, of the proposed project's potential effects on the environment. Each environmental issue area section includes the following subsections.

- Environmental Setting
- Regulatory Setting
- Environmental Impacts
- Mitigation Measures
- Significance after Mitigation

The mitigation measures provided in these sections are proposed by BOE, unless otherwise noted. The environmental issue areas analyzed in this EIR are as follows:

- Air Quality (Section 3.1)
- Cultural Resources (Section 3.2)
- Greenhouse Gas Emissions (Section 3.3)
- Hazards and Hazardous Materials (Section 3.4)
- Noise (Section 3.5)
- Transportation and Traffic (Section 3.6)
- Tribal Cultural Resources (Section 3.7)

As identified in the Initial Study prepared in June 2018 (included in Appendix A to this EIR), the following are the environmental issue areas that were not found to be significantly impacted or potentially impacted by the proposed project:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Therefore, no detailed evaluation of these environmental issue areas is necessary in this EIR. Chapter 4, Impact Overview, includes a brief discussion of impacts that were not found to be significant.

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## 3.1 AIR QUALITY

This section examines the degree to which the proposed project may result in changes to air quality on regional and local scales. This section also describes the characteristics and effects of air pollutants, the existing air quality conditions in the proposed project area, and the regulations that have been adopted to govern air quality management. Detailed discussions that include methodological calculations can be found in the Air Quality and Greenhouse Gas Analysis Technical Memorandum that is included as Appendix B of this EIR.

This section focuses on the potential significance of air pollutant emissions associated with construction of the proposed project. Operation of the proposed project would not generate any new air pollutant emissions due to its passive use, and therefore, no further air quality impact assessment is warranted beyond completion of construction. Emissions are quantified in terms of pounds of pollutant emitted into the atmosphere on a daily basis during construction activities. The concentration of a pollutant in ambient air is defined by the amount of air pollutant per volumetric unit of air, expressed in terms of parts-per-million (ppm) or micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ).

### 3.1.1 Environmental Setting

Air quality is defined by the concentration of pollutants in relation to their impact on human health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, and sunlight. Therefore, ambient air quality conditions within the local air basin are influenced by natural factors such as topography, meteorology, and climate, in addition to the amount of air pollutant emissions released by existing air pollutant sources.

The following discussion describes the existing air quality conditions in the project area. The project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD monitors air quality within the SCAB, which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east; and the San Diego County line to the south.

#### South Coast Air Basin

The project site is located within the SCAB, which is subject to some of the worst air pollution in the nation due to the immense magnitude of emissions sources and the combination of topography, low mean atmospheric mixing height, and abundant sunshine. Although the SCAB has a semiarid climate, air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. The mountains and hills surrounding the SCAB contribute to the variation of rainfall, temperature, and winds throughout the region.

During the spring and early summer, pollution produced during any one day is typically blown out of the SCAB through mountain passes or lifted by warm, vertical currents adjacent to mountain slopes. The vertical dispersion of air pollutants in the SCAB is limited by temperature inversions in the atmosphere close to the Earth's surface. The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no

inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants become more concentrated in urbanized areas with pollution sources of greater magnitude.

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the seven criteria air pollutants: ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), respirable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead (Pb). These pollutants are common byproducts of human activities and have been documented through scientific research to cause adverse health effects. The Clean Air Act grants the United States Environmental Protection Agency (USEPA) authority to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS and CAAQS concentrations have been met on a regional scale relying upon air quality monitoring data from the most recent three-year period. With respect to the NAAQS, the SCAB is designated nonattainment area for ozone and PM<sub>2.5</sub>, and as an attainment or unclassified area for all other pollutants. With respect to the CAAQS, the SCAB is designated as a nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, and as an attainment area for all other pollutants.

### **Local Air Quality Conditions**

Air quality within the SCAB region is characterized by concentrations of air pollutants measured at 40 monitoring stations located throughout the SCAQMD jurisdiction. The SCAB is divided geographically into 38 Source Receptor Areas (SRAs), each of which contains an air quality monitoring station. The SRA boundaries were drawn based on the local emission inventories and surrounding topography. The project site is located in SRA 1 Central Los Angeles, which is generally bound by the cities of Burbank and Glendale on the north, the cities of West Hollywood and Beverly Hills on the west, Slauson Avenue on the south, and the City of Los Angeles line on the east.

The nearest monitoring station to the project site is measured at the West Los Angeles Veteran's Administration building. The West Los Angeles monitoring station currently measures concentrations of hourly O<sub>3</sub>, 8-hour average O<sub>3</sub>, and NO<sub>2</sub>. Beginning in 2014, the SCAQMD suspended monitoring of CO and SO<sub>2</sub> concentrations within the SCAB region following an extended period without any measured concentrations exceeding applicable ambient air quality standards. The monitoring station in closest proximity to the project site that actively measures PM<sub>2.5</sub> and PM<sub>10</sub> concentrations is the Los Angeles - North Main Street monitoring station, located at 1630 North Main Street, approximately 7.8 miles northeast of the project site.

As shown below in Table 3.1-1, concentrations of O<sub>3</sub>, NO<sub>2</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> exceeded applicable ambient air quality standards with respect to the NAAQS and CAAQS numerous times between 2015 and 2017.

**Table 3.1-1  
Ambient Air Quality Data**

Pollutant	Ambient Air Quality Standards and Comparative Metrics	Annual Maximum Concentrations and Frequencies of Exceeded Standards		
		2015	2016	2017
<b>West Los Angeles Veteran’s Administration Monitoring Station</b>				
Ozone (O <sub>3</sub> )	Maximum 1-hr Concentration (ppm)	0.102	0.085	0.099
	Days > 0.09 ppm (State 1-hr Standard)	2	0	1
	Maximum 8-hr Concentration (ppm)	0.072	0.073	0.077
	Days > 0.07 ppm (State & Federal 8-hr Standard)	2	2	3
Nitrogen Dioxide (NO <sub>2</sub> )	Maximum 1-hr Concentration (ppm)	0.068	0.055	0.056
	Days > 0.18 ppm (State 1-hr Standard)	0	0	0
	Maximum 1-hr Concentration (ppm)	0.068	0.055	0.056
	Days > 0.10 ppm (Federal 1-hr Standard)	0	0	0
	Annual Arithmetic Mean Concentration (ppm)	0.011	0.011	--
	Exceed State Standard (0.053 ppm)?	No	No	--
	Exceed State Standard (0.030 ppm)?	No	No	--
<b>Los Angeles - North Main Street Monitoring Station</b>				
Fine Particulate Matter (PM <sub>2.5</sub> )	Maximum 24-hr concentration (µg/m <sup>3</sup> )	70.3	49.4	61.7
	Days > 50 µg/m <sup>3</sup> (State 24-hr Standard)	--	--	--
	Maximum 24-hr concentration (µg/m <sup>3</sup> )	56.4	44.3	54.9
	Days > 150 µg/m <sup>3</sup> (Federal 24-hr Standard)	7	2	6
	Annual Arithmetic Mean Concentration (µg/m <sup>3</sup> )	12.6	12.0	16.3
	Exceed State Standard (20 µg/m <sup>3</sup> )?	No	No	No
Respirable Particulate Matter (PM <sub>10</sub> )	Maximum 24-hr concentration (µg/m <sup>3</sup> )	88.5	74.6	96.2
	Days > 50 µg/m <sup>3</sup> (State 24-hr Standard)	13.8	0	0
	Maximum 24-hr concentration (µg/m <sup>3</sup> )	73.0	64.0	64.6
	Days > 150 µg/m <sup>3</sup> (Federal 24-hr Standard)	0	0	0
	Annual Arithmetic Mean Concentration (µg/m <sup>3</sup> )	27.0	--	--
	Exceed State Standard (20 µg/m <sup>3</sup> )?	Yes	--	--

Notes: -- = insufficient data available to determine the value  
 Source: CARB, Air Quality Data Statistics, *Top 4 Summary*, accessed August 1, 2018.

**Sensitive Receptors**

Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when evaluating air quality impacts from projects. The California Air Resources Board (CARB) has identified the following groups who are most likely to experience adverse health effects due to exposure to air pollution: children less than 14 years of age, older adults, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. According to the SCAQMD, land uses that constitute sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors within the vicinity of the project site include Dorsey High School adjacent and to the east of the project site, Ira C. Massey Child Care Center adjacent and to the north of the project site, and multi-family residences approximately 125 feet south of the project site.



### **3.1.2 Regulatory Setting**

This portion of the air quality section provides brief discussions of the relevant regulations, policies, and programs that have been adopted by federal, state, and local agencies to protect air quality and public health.

#### **Federal**

##### ***Federal Clean Air Act***

The Clean Air Act (CAA) governs air quality at the national level and the USEPA is responsible for enforcing the regulations provided in the CAA. Under the CAA, the USEPA is authorized to establish NAAQS that set protective limits on concentrations of air pollutants in ambient air. Enforcement of the NAAQS is required under the 1977 CAA and subsequent amendments. The USEPA also regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. As required by the CAA, NAAQS have been established for the six criteria air pollutants discussed below. As previously discussed, the CAA grants the USEPA authority to designate areas as attainment, nonattainment, or maintenance, and the SCAB is designated nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, and as an attainment or unclassified area for all other pollutants.

##### ***Criteria Air Pollutants***

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by USEPA and CARB as being of concern both on a nationwide and statewide level: ozone; carbon monoxide (CO); nitrogen dioxide (NO<sub>2</sub>); sulfur dioxide (SO<sub>2</sub>); lead; and particulate matter (PM), which is subdivided into two classes based on particle size: PM equal to or less than 10 micrometers in diameter (PM<sub>10</sub>) and PM equal to or less than 2.5 micrometers in diameter (PM<sub>2.5</sub>). The air quality standards for these air pollutants are regulated using human health and environmentally based criteria. As such, they are commonly referred to as “criteria air pollutants.” Ozone is not directly emitted in the air, rather it is formed by chemical reactions between nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC) in the presence of sunlight; therefore, air quality regulations focus on ozone’s precursors. Descriptions of each criteria air pollutant and their health effects are included in Appendix B of this EIR, and are based on information provided by the SCAQMD.<sup>8</sup>

##### ***Toxic Air Contaminants***

As previously discussed, in addition to criteria air pollutants, USEPA regulates hazardous air pollutants, also known as toxic air contaminants (TACs). TACs may be emitted by stationary, area, or mobile sources. Common stationary sources of TAC emissions include gasoline stations, dry cleaners, and diesel backup generators, which are subject to local air district permit requirements. The other, often more significant, sources of TAC emissions are motor vehicles on freeways, high-volume roadways, or other areas with high numbers of diesel vehicles, such

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<sup>8</sup> SCAQMD, 2017, Final Program Environmental Impact Report for the 2016 AQMP, available at: <http://www.aqmd.gov/home/library/documents-support-material/lead-agency-scaqmd-projects>.

as distribution centers. Off-road mobile sources are also major contributors of TAC emissions and include construction equipment, ships, and trains.

TACs can be separated into carcinogens and noncarcinogens based on the nature of the effects associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur. Any exposure to a carcinogen poses some risk of contracting cancer. Noncarcinogens differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

## **State**

### ***California Clean Air Act***

Air quality in California is also governed by more stringent regulations under the California Clean Air Act. The California CAA is administered by the ARB at the state level and by the air quality management districts at the regional and local levels. The California CAA requires all areas of the state to achieve and maintain the CAAQS by the earliest feasible date, which is determined in the most recent State Implementation Plan (SIP) based on existing emissions and reasonably foreseeable control measures that will be implemented in the future. As previously discussed, the SCAB is designated as a nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, and as an attainment area for all other pollutants, with respect to the CAAQS.

CARB, a department of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, designates the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. CARB also establishes emissions standards for motor vehicles sold in California, consumer products (i.e., hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

### ***State Implementation Plan***

CARB is the lead agency for developing the SIP in California. Local air districts and other agencies prepare Air Quality Attainment Plans or Air Quality Management Plans (AQMPs) and submit them to CARB for review, approval, and incorporation into the applicable SIP. CARB also maintains air quality monitoring stations throughout the state in conjunction with local air districts. Data collected at these stations are used by CARB to classify air basins as being in attainment or nonattainment with respect to each pollutant, and to monitor progress in attaining air quality standards.

The California CAA requires that each area exceeding the CAAQS for ozone, CO, SO<sub>2</sub>, and NO<sub>2</sub> must develop a plan aimed at achieving those standards. The California Health and Safety Code Section 40914 requires air districts to design a plan that achieves an annual reduction in district-wide emissions of five percent or more, averaged every consecutive three-year period. To satisfy this requirement, the local air districts have to develop and implement air pollution reduction measures, which are described in their AQMPs, and outline strategies for achieving the CAAQS for any criteria pollutant for which the region is classified as nonattainment.

CARB has established emission standards for vehicles sold in California and for various types of equipment. California gasoline specifications are governed by both state and federal agencies. During the past decade, federal and state agencies have imposed numerous requirements on the production and sale of gasoline in California. CARB has also adopted control measures for diesel PM and more stringent emissions standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators).

### ***State Criteria Air Pollutants***

The State of California has established CAAQS for the following pollutants in addition to those that are regulated under the NAAQS.

#### *Visibility-Reducing Particles*

Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and  $\text{NO}_x$ , as well as PM.

#### *Sulfates*

Sulfates are chemical compounds which contain the sulfate ion ( $\text{SO}_4^{2-}$ ) and are part of the mixture of solid materials that comprise  $\text{PM}_{10}$ . Most of  $\text{SO}_x$  in the atmosphere are produced by oxidation of sulfates. Oxidation of sulfur dioxide yields sulfur trioxide, which reacts with water to form sulfuric acid, which contributes to acid deposition. The reaction of sulfuric acid with basic substances such as ammonia yields sulfates, a component of  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ . Both mortality and morbidity effects have been observed with an increase in ambient sulfate concentrations. However, studies to separate the effects of sulfates from the effects of other pollutants have generally not been successful.

#### *Hydrogen Sulfide*

Hydrogen sulfide is a colorless, flammable, poisonous compound having a characteristic rotten-egg odor. It is used as a reagent and as an intermediate in the preparation of other reduced sulfur compounds. It is also a by-product of the desulfurization processes in the oil and gas industries and rayon production, sewage treatment, and leather tanning. Geothermal power plants, petroleum production and refining, and sewer gas are specific sources of hydrogen sulfide in California.

#### *Vinyl Chloride*

Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen. Vinyl chloride is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

## ***Toxic Air Contaminants***

Particulate exhaust emissions from diesel PM were identified as a TAC by CARB in 1998. Federal and state efforts to reduce diesel PM emissions have focused on the use of improved fuels, adding particulate filters to engines, and requiring the production of new-technology engines that emit fewer exhaust particulates.

Diesel engines tend to produce a much higher ratio of fine particulates than other types of internal combustion engines. The fine particles that make up diesel PM tend to penetrate deep into the lungs, and the rough surfaces of these particles makes it easy for them to bind with other toxins within the exhaust, thus increasing the hazards of particle inhalation. Long-term exposure to diesel PM is known to lead to chronic serious health problems including cardiovascular disease, cardiopulmonary disease, and lung cancer.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act (Chapter 1252, Statutes of 1987). Assembly Bill 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review must occur before CARB can designate a substance as a TAC. The Air Toxics Hot Spots Information and Assessment Act requires that TAC emissions from stationary sources be quantified and compiled into an inventory according to criteria and guidelines developed by CARB, and if directed to do so by the local air district, a Health Risk Assessment (HRA) must be prepared to determine the potential health impacts of such emissions.

## **Regional**

### ***South Coast Air Quality Management District***

In Los Angeles County, SCAQMD is the agency responsible for protecting public health and welfare through the administration of federal and state air quality laws and policies. Included in the SCAQMD's tasks are monitoring of air pollution, preparation of the AQMPs, and promulgation of rules and regulations. As previously discussed, SCAQMD monitors air quality within the project area and the SCAB.

Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of an air quality plan is to bring an area that does not attain federal or state air quality standards into compliance with those standards pursuant to the requirements of the CAA and California CAA. The most recent AQMP was adopted by the Southern California Association of Governments (SCAG) in 2016, and is the legally enforceable blueprint for how the region will meet and maintain state and federal air quality standards. The 2016 AQMP focuses on demonstrating NAAQS attainment dates for the 2008 8-hour ozone standard, the 2012 annual PM<sub>2.5</sub> standard, and the 2006 24-hour PM<sub>2.5</sub> standard.

## **Local**

### ***City of Los Angeles General Plan Air Quality Element***

The City of Los Angeles General Plan Air Quality Element sets forth the goals, objectives, and policies which guide the City in the implementation of its air quality improvement programs and strategies. Goal AQ-1 of the Air Quality Element is to provide "good air quality and mobility in an environment of continued population growth and healthy economic structure." Objective

AQ-1.3, “to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites,” is applicable to the proposed project.

### **3.1.3 Environmental Impacts**

#### **Methodology**

The proposed project involves the demolition of the existing Celes King III Indoor Pool building. Following the completion of construction activities, the project site would be converted into a community front lawn and playground area. No new sources of air pollutant emissions would be introduced to the project area due to the passive uses, and no additional employees would be required during operations due to the passive nature of the community front lawn and playground area. Therefore, no operational emissions are anticipated, and the air quality impact assessment focuses on emissions of air pollutants that would be generated during construction activities. Sources of air pollutant emissions associated with construction activities include off-road equipment exhaust, fugitive dust, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) from earthmoving activities, and vehicle trips to and from the project site for construction workers and material delivery and hauling.

Construction-related emissions associated with typical construction activities were modeled using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod allows the user to enter project-specific construction information, such as types, number, and horsepower of construction equipment, and number and length of off-site motor vehicle trips. Construction-related exhaust emissions for the proposed project were estimated for construction worker commutes, haul trucks, and the use of off-road equipment. The equipment used for the demolition and construction of the proposed project is anticipated to be equipment that would already be on-site following construction activities of Phase 1 of the *Rancho Cienega Sports Complex Project*. Thus, this air quality analysis includes the use of Tier 4 final equipment, consistent with the equipment required per Mitigation Measure AQ-1 for the *Rancho Cienega Sports Complex Project*.

In addition, the health risk assessment (HRA) conducted for the Rancho Cienega Sports Complex Project serves as a basis to evaluate the impacts of construction of the proposed project to sensitive receptors. The HRA conducted for the *Rancho Cienega Sports Complex Project* is used due to the shorter construction schedule (12 months) and fewer construction activities and equipment use of the proposed project compared to *Rancho Cienega Sports Complex Project*. The HRA was performed in accordance with the Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments developed by the Office of Environmental Health Hazard Assessment for conducting HRAs in California under the Air Toxics “Hot Spots” Program, as well as methodologies from the Health Risk Assessments for Proposed Land Use Projects.

#### **Thresholds of Significance**

As part of the Initial Study (see Appendix A), it was determined that the proposed project would not result in objectionable odors. Accordingly, this issue is not further analyzed in detail in the EIR. An impact summary for this issue is provided in Section 4.2, Impact Overview, of this EIR.

In accordance with Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors); and/or
- Expose sensitive receptors to substantial pollutant concentrations.

The SCAQMD significance thresholds were used to assess regional and localized emissions during construction and operation of the proposed project. Localized emissions of criteria air pollutants and precursors were assessed in accordance with SCAQMD’s localized significance thresholds (LST) guidance. For projects less than five acres, the SCAQMD has developed look-up tables showing the maximum mass emissions that would not cause an exceedance of any LST. Since the proposed project site is approximately 0.4 acres, peak daily localized emissions were estimated using the look-up tables for Source Receptor Area 1. Sensitive receptors within the vicinity of the proposed project site include Dorsey High School adjacent and to the east, Ira C. Massey Child Care Center adjacent and to the north, and residences approximately 125 feet south across Obama Boulevard. For projects with boundaries located closer than 82 feet (25 meters) to the nearest receptor, the LST guidance recommends using the LST tables for receptors at 25 meters. Therefore, the analysis assumes a project site of 1 acre and a receptor distance of 25 meters for the LST tables. Although SCAQMD LSTs only consider the amount of on-site emissions generated by construction activities, this analysis conservatively compares the total construction-related emissions to the LSTs. Emissions associated with vehicle trips to and from the project site during construction would be dispersed throughout the region and would have a nominal localized impact in the project site vicinity.

Table 3.1-2 presents the SCAQMD mass daily air quality significance thresholds for regional and localized emissions of regulated pollutants.<sup>9</sup>

**Table 3.1-2  
SCAQMD Mass Daily Thresholds of Significance – Construction**

<b>Pollutant</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Regional Threshold (lbs/day)	75	100	550	150	150	55
Localized Threshold (lbs/day)	--	74	680	--	5	3

Notes: lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter less than 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than 2.5 microns in diameter

1. PM<sub>10</sub> and PM<sub>2.5</sub> emissions include reductions associated with compliance with SCAQMD Rule 403 Fugitive Dust.
2. Assumes a 1-acre project site and a 25-meter receptor distance for Source Receptor Area 1.
3. The SCAQMD has not developed an LST for VOC or SO<sub>x</sub> emissions.

Source: SCAQMD 2008a, 2015. Emissions estimated by AECOM in 2018.

<sup>9</sup> SCAQMD, 2015, *SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds*, available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

## Impact Analysis

**AIR-1:** *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

The applicable AQMP for the project site was adopted by the SCAG in 2016. The 2016 AQMP identifies strategies and control measures needed to achieve attainment of the 8-hour ozone standard and federal annual and 24-hour standard for PM<sub>2.5</sub> in the SCAB.

Consistency with the AQMP is determined through evaluation of whether the project would exceed the estimated emissions used as the basis of the AQMP, which are based, in part, on population projections developed by the SCAG. The SCAG forecasts are based on local general plans and other related planning documents, such as housing elements, that are used to develop population projections and traffic projections.

Construction of the proposed project would involve the use of off-road equipment, haul trucks, and worker commute trips. Assumptions for off-road equipment emissions in SIP were developed based on hours of activity and equipment population reported to CARB for rule compliance. The use of construction equipment in the AQMP is estimated for the region on an annual basis, and construction-related emissions are estimated as an aggregate in the AQMP. The project would not increase the assumptions for off-road equipment use in the AQMP.

The proposed project is consistent with the existing zoning (OS) at the project site. In addition, there would be no significant net increase in emissions during operations as the proposed project is intended for passive uses. Therefore, the proposed project would not substantially increase population or employment in the planning area and would not generate vehicle trips that exceed the current assumptions used to develop the City of Los Angeles General Plan, Regional Transportation Plan, and AQMP. Therefore, it is reasonable to assume that the intensity of construction and operational emissions have been accounted for in the 2016 AQMP. As such, construction impacts related to conflict with or obstruction of implementation of the applicable air quality plan would be less than significant.

**AIR-2:** *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Construction of the proposed project would result in the temporary generation of criteria pollutant emissions from demolition and construction of project components. VOC, NO<sub>x</sub>, and CO emissions are primarily associated with mobile equipment exhaust, including off-road construction equipment and on-road motor vehicles. Fugitive PM dust emissions are primarily associated with site preparation and grading activities and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on- and off-site.

Table 3.1-3 shows a comparison of the maximum daily emissions during each year of construction to the applicable SCAQMD air quality significance thresholds. Table 3.1-3 includes a comparison of both regional (total) and localized (on-site sources only) emissions to applicable quantitative mass daily thresholds.

As shown in Table 3.1-3, construction emissions for the proposed project would result in maximum daily emissions of 0.69 pound of VOC, 9.66 pounds of NO<sub>x</sub>, 15.62 pounds of CO, 0.04 pound of SO<sub>x</sub>, 4.05 pounds of PM<sub>10</sub> and 0.82 pound of PM<sub>2.5</sub>. Construction-related

emissions would not exceed the regional or local thresholds of significance. Therefore, construction impacts related to emissions violating an ambient air quality standard or contributing substantially to an existing violation would be less than significant.

**Table 3.1-3  
Maximum Daily Regional Construction Emissions**

Year/Description	Estimated Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub> <sup>1</sup>	PM <sub>2.5</sub> <sup>1</sup>
2020	0.55	9.17	9.15	0.03	4.04	0.81
2021	0.66	8.66	15.41	0.04	3.54	0.69
<b>Maximum Daily Emissions</b>	<b>0.66</b>	<b>9.17</b>	<b>15.41</b>	<b>0.04</b>	<b>4.04</b>	<b>0.81</b>
SCAQMD Regional Thresholds	75	100	550	150	150	55
SCAQMD Localized Thresholds <sup>2,3</sup>	--	74	680	--	5	3
<b>Exceed Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Notes: lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter less than 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than 2.5 microns in diameter

1. PM<sub>10</sub> and PM<sub>2.5</sub> emissions include reductions associated with compliance with SCAQMD Rule 403 Fugitive Dust.

2. Assumes a 1-acre project site and a 25-meter receptor distance for Source Receptor Area 1.

3. The SCAQMD has not developed an LST for VOC or SO<sub>x</sub> emissions.

Source: SCAQMD 2008a, 2015. Emissions estimated by AECOM in 2019.

**AIR-3:** *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

The SCAQMD cumulative analysis focuses on whether a specific project would result in cumulatively considerable increase in emissions. By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the SCAB, and this regional impact is cumulative rather than being attributable to any one source. A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects.

The SCAQMD thresholds are designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and federal ambient air quality standards. Projects that would not exceed the thresholds of significance would not contribute a considerable amount of criteria air pollutant emissions to the region's emissions profile, and would not impede attainment and maintenance of ambient air quality standards.

As discussed above and shown in Table 3.1-3, air pollutant emissions associated with construction of the proposed project would not exceed any of the SCAQMD regional and localized thresholds of significance. Therefore, the proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants and the impact would be less than significant.



**AIR-4:** *Would the project expose sensitive receptors to substantial pollutant concentrations?*

### **Construction Impacts**

Sensitive receptors within the vicinity of the proposed project include Dorsey High School adjacent and to the east of the project site, Ira C. Massey Child Care Center (occupied from 3:00 p.m. to 6:00 p.m.) adjacent and to the north of the project site, and multi-family residences approximately 125 feet south of the project site.

As shown in Table 3.1-3, demolition and construction activities would result in emissions of criteria air pollutants, but at levels that would not exceed the SCAQMD regional and localized thresholds of significance. The regional thresholds of significance were designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and federal ambient air quality standards, which were established using health-based criteria to protect the public with a margin of safety from adverse health impacts due to exposure to air pollution. In addition, the LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area. As such, the criteria air pollutant emissions associated with the proposed project would not expose sensitive receptors to substantial criteria pollutant concentrations.

The greatest potential for TAC emissions would be diesel PM emissions associated with heavy-duty construction equipment operations. Heavy-duty construction equipment would operate during the 12-month construction period and would cease following buildout of the proposed project. Construction emissions would occur intermittently throughout the day and would not occur as a constant plume of emissions from the project site.

Excess lifetime cancer risks, chronic noncancer hazard index (HI), and acute noncancer HI were estimated as part of the HRA conducted for the *Rancho Cienega Sports Complex Project*. The results of the HRA concluded that the maximum cancer risk and hazard index due to the unmitigated construction emissions would be far below the SCAQMD cancer risk thresholds of 10 in 1 million and hazard indices of 1.0.

Based on the shorter construction schedule, smaller project site, and fewer pieces of equipment required for the proposed project compared to the *Rancho Cienega Sports Complex Project*, it can be assumed that the construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations that would result in a health risk. Therefore, the impact would be less than significant.

#### **3.1.4 Mitigation Measures**

No significant air quality impacts have been identified for the proposed project. Therefore, no mitigation measures are required.

#### **3.1.5 Level of Significance After Mitigation**

Impacts related to air quality would be less than significant without mitigation.

## 3.2 CULTURAL RESOURCES

This section summarizes the environmental setting, results, potential impacts, and conclusions presented in the Cultural Resources Assessment prepared for the proposed project. The Cultural Resources Assessment is included as Appendix C of this EIR.

### 3.2.1 Environmental Setting

The project site is located in the southeast quadrant of the Rancho Cienega Sports Complex at 5001 Obama Boulevard in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. Generally, the Rancho Cienega Sports Complex is bounded by the Los Angeles County Metropolitan Transportation Authority Expo Line light rail transit system to the north (along Exposition Boulevard), Dorsey High School to the east, residential land uses to the south across Obama Boulevard, and commercial uses to the west. The project site is bounded by a paved surface parking lot to the west, a tennis shop approved for demolition to the north, tennis courts to the east, and Obama Boulevard to the south. The Area of Potential Effects (APE) for this project is limited to the project footprint, including all areas of ground disturbance. The vertical extent of the APE accounts for proposed grading and excavation activities, which will descend no more than 13 feet below the existing ground surface.

### Existing Cultural Resources

#### *Previous Cultural Resources Study*

The previous cultural resource study for the *Rancho Cienega Sports Complex Project* investigated an APE that encompassed the entire Rancho Cienega Sports Complex, including the current project site.<sup>10</sup> Based on the findings of the previous cultural resource study for the *Rancho Cienega Sports Complex Project*, which included a cultural resources records search at the South Central Coastal Information Center, Native American contact program and Sacred Land files search, additional archival research, pedestrian survey, and paleontological records search, the APE contains one historical resource and potential areas of archaeological and paleontological sensitivity. The Celes King III Indoor Pool was found eligible under Criterion 3 of the California Register of Historical Resources for its distinctive modern design for a civic building in Los Angeles, and is considered a historical resource as defined in California Code of Regulations Section 15064.5. Its character-defining features include the stylized configuration of windows primarily on the south side of the building that continue on the east and west sides, its roof slope, and the presence of the indoor pool. No other historical resources were identified within the vicinity.

#### *Archival Records Search*

##### *Archaeological Resources*

Archival research indicates that five prehistoric sites, including one burial site, are located less than 0.5-mile west of the project site. The closest site is less than 0.15-mile west of the project site. Some of these sites are deeply buried by alluvium. The human remains uncovered approximately 0.5-mile southeast of the project site lay up to 23 feet below the 1924 ground

<sup>10</sup> AECOM, *Draft Cultural Resources Assessment Rancho Cienega Sports Complex (Celes King III Pool) Project*, Los Angeles, California. 2015. Prepared for LABOE.

surface. No archaeological resources were identified in the APE; however, the lack of surface evidence of archaeological materials does not preclude the possibility that subsurface archaeological materials may exist. Archaeological sites may be buried by the placement of fill that was imported to the Rancho Cienega Sports Center property during its development beginning in the 1930s. The presence of alluvium may mean that any surface evidence of archaeological materials has been buried and could be encountered during excavation. Such resources may lie beneath the surface obscured by existing pavement or vegetation.

#### *Paleontological Resources*

Archival research indicates that excavations near the project site extending into older Quaternary alluvium have encountered significant vertebrate fossils. In some places, Quaternary older alluvium and significant fossil remains may lay close to the surface. The closest fossil locality recorded by the Natural History Museum of Los Angeles County, near the intersection of Obama Boulevard and Sycamore Avenue to the west of the project site, encountered a fossil horse at a depth of 6 feet below ground surface. As the project would be constructed in an area with known paleontological sensitivity, paleontological resources may be present within the project site. Such resources may lie beneath the surface obscured by existing pavement or vegetation.

### **3.2.2 Regulatory Setting**

#### **Federal**

##### ***National Historic Preservation Act***

The National Historic Preservation Act established the National Register of Historic Places (NRHP) to recognize resources associated with the country's history and heritage. Criteria for listing on the NRHP pursuant to Title 26, Part 63 of the Code of Federal Regulations are: significance in American history, architecture, archaeology, engineering, and culture as presented in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are either: (a) associated with events that have made a significant contribution to the broad patterns of our history; (b) associated with the lives of persons significant in our past; (c) embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or (d) have yielded, or may be likely to yield information important to history or prehistory. Criterion (d) is usually reserved for archaeological resources. Properties eligible for the NRHP must be of sufficient age, be proven through scholarship to meet at least one of the significance criteria, and exhibit integrity of the features, elements, and/or informational value which provides the property its documented historical or archaeological significance.

#### **State**

##### ***California Register of Historical Resources***

The California Register of Historical Resources (CRHR) was created to identify historical resources deemed worthy of preservation on a state level and was modeled closely after the NRHP. The criteria are nearly identical to those of the NRHP but focus on resources of statewide, rather than national, significance. The CRHR automatically includes any resource

listed, or formally designated as eligible for listing, on the NRHP. The State Historic Preservation Office maintains the CRHR, which may also include properties designated under local ordinance or identified through local historical resources surveys that meet CRHR eligibility criteria.

***California Health and Safety Code 7050.5 and California Public Resources Code 5097***

California Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 outline procedures to be followed in the event human remains are discovered during the course of California projects. If human remains are encountered, all work must stop at that location and the County Coroner must be immediately notified and advised of the finding. The County Coroner would investigate “the manner and cause of any death” and make recommendations concerning treatment of the human remains. The County Coroner must make their determination within two working days of being notified. If the human remains are determined to be Native American, the County Coroner shall contact the California Native American Heritage Commission. The Commission would in turn “...immediately notify those persons it believes to be most likely descended from the deceased Native American.” The descendants would then inspect the site and make recommendations for the disposition of the discovered human remains. This recommendation from the most likely descendants may include the scientific analysis of the remains and associated items.

***California Public Resources Code 5024.5***

Public Resources Code 5024.5 states: “(a) No state agency shall alter the original or significant historical features or fabric, or transfer, relocate, or demolish historical resources on the [agency’s] master list...” This law also obligates State agencies to adopt prudent and feasible measures that will eliminate or mitigate any potential adverse effects a proposed project may have upon a listed historical resource.

***California Public Resources Code 5097.5 and 5097.7***

Public Resources Code Section 5097.5 as amended, and Public Resources Code Section 5097.7, strengthens existing State law regarding criminal penalties and restitution for crimes of archaeological site vandalism, theft of archaeological materials or artifacts in curation facilities, and damages to historic buildings and other cultural properties on State and local government lands. The amendment and new section closely follow federal law, specifically the Archaeological Resources Protection Act of 1979.

**Local**

***City of Los Angeles General Plan***

The City of Los Angeles General Plan Conservation Element includes goals, objectives, and policies related to cultural resources, including archaeological and historical conservation and preservation. The objective in the City’s General Plan related to archaeological resources is to “protect the city’s archaeological and paleontological resources for historical, cultural, research and/or educational purposes.” The objective in the City’s General Plan related to cultural and historical resources is to “protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.”

### *West Adams - Baldwin Hills - Leimert Community Plan*

The *West Adams – Baldwin Hills – Leimert Community Plan* was adopted in June 2016 and is intended to guide development for the West Adams – Baldwin Hills – Leimert Community Plan Area. The plan includes the community history as well as goals, objectives, policies, and programs which seek to “tailor citywide preservation policies established through the General Plan and assist the Office of Historic Resources in further instructing policy decisions through implementation of the Cultural Heritage Master Plan as well as through the data findings of the Los Angeles Historic Resources Survey (SurveyLA).”<sup>11</sup>

### **City of Los Angeles Historic-Monument**

On the local level, a historical or cultural monument is eligible for listing as a Los Angeles Historic-Cultural Monument under Article 4, Section 22.130 of the City of Los Angeles Administrative Code if the resource meets a number of criteria. Section 22.130 indicates that a monument is:

*“any site ... building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State, or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State, or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age.”<sup>12</sup>*

As of the April 3, 2018, Historic-Cultural Monument List, the Celes King III Pool is not listed as a City of Los Angeles Historic-Monument.<sup>13</sup>

## **3.2.3 Environmental Impacts**

### **Thresholds of Significance**

In accordance with Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5;

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<sup>11</sup> City of Los Angeles Department of City Planning, 2001, *Conservation Element of the City of Los Angeles General Plan*, available at: <https://planning.lacity.org/cwd/gnlpn/consvelt.pdf>, accessed June 27, 2018

<sup>12</sup> City of Los Angeles Department of City Planning, Office of Historic Resources, *What Makes a Resource Historically Significant?*, available at: <http://preservation.lacity.org/commission/what-makes-resource-historically-significant>, accessed June 27, 2018.

<sup>13</sup> City of Los Angeles Department of City Planning, Office of Historic Resources, *Historic-Cultural Monument List, Tuesday, April 3, 2018*, available at: <https://preservation.lacity.org/sites/default/files/HCMDatabase%203040118.pdf>, accessed June 27, 2018.

- Directly or indirect destroy a unique paleontological resource or site or unique geologic feature; and/or
- Disturb any human remains, including those interred outside of formal cemeteries.

## **Impact Analysis**

**CUL-1:** *Would the project cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?*

### **Construction Impacts**

The proposed project includes demolition of the Celes King III Pool building. The Celes King III Pool building is a historical resource that is significant under CRHR Criterion 3 for its modern architectural design. As such, demolition of the Celes King III Pool building would cause a substantial adverse change to the historical resource by the removal of all of its features, and would result in a significant impact.

Implementation of mitigation measures, including archival documentation consistent with the standards of the National Park Service's Historic American Building Survey (HABS) documentation, would mitigate the significant impact. Mitigation Measure CR-A would include photo record recordation and documentation consistent with HABS documentation. Mitigation Measure CR-B would include development of a display and interpretive material for public exhibition related to the history of the Celes King III Indoor Pool. However, implementation of Mitigation Measures CR-A and CR-B would not retain or preserve the character-defining features of the historical resource, and would not reduce the substantial adverse change to the historical resource. Implementation of the mitigation measures would not reduce the impact of demolition to a level less than significant; therefore, the proposed project would result in a significant and unavoidable impact on a historical resource.

### **Operational Impacts**

The proposed project would include development of a community front lawn with playground facilities. With the exception of the Celes King III Indoor Pool, no historical resources have been determined to exist within the proposed project footprint. Therefore, no operational impacts to historical resources would occur under the proposed project.

**CUL-2:** *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?*

### **Construction Impacts**

Construction of the proposed project would include ground-disturbing activities, such as rough grading, utility installations, and landscaping and hardscaping. Archival research indicates that five prehistoric sites are located less than 0.5-mile west of the project site. While no archaeological resources were identified within the APE, the presence of alluvium may indicate that any surface evidence of archaeological materials has been buried and has the potential to be encountered during excavation. Archaeological sites may also be buried by the placement of fill that was imported to the Rancho Cienega Sports Center property during its development beginning in the 1930s. As such, there is potential to encounter previously undiscovered archaeological resources during construction activities. Mitigation Measure CR-C would require

an archaeological monitor to be on-site during all ground-disturbing activities occurring during the construction phase of the project. With implementation of Mitigation Measure CR-C, construction impacts to archaeological resources would be less than significant.

### ***Operational Impacts***

Potential impacts to archaeological resources could only occur during construction of the proposed project. During operation, the project site would include a community front lawn with playground facilities, and no ground-disturbing activities would occur. Therefore, no impacts to archaeological resources would occur during operation of the proposed project.

**CUL-3:** *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

### ***Construction Impacts***

Construction of the proposed project would include ground-disturbing activities, such as rough grading, utility installations, and landscaping and hardscaping. Archival research indicates that excavations near the project site extending into older Quaternary have encountered significant vertebrate fossils. As the project would be constructed in an area with known paleontological sensitivity, excavations into undisturbed older Quaternary layers, which vary in depth within the project vicinity, may disturb significant paleontological resources that potentially lie beneath the surface obscured by existing pavement or vegetation. As such, Mitigation Measure CR-D requiring paleontological monitoring during ground-disturbing activities, would be required to reduce potential impacts to previously undiscovered paleontological resources. With implementation of Mitigation Measure CR-D, construction impacts to paleontological resources would be less than significant.

### ***Operation Impacts***

Potential impacts to paleontological resources could only occur during construction of the proposed project. During operation, the project site would include a community front lawn with playground facilities, and no ground-disturbing activities would occur. Therefore, no impacts to paleontological resources would occur during operation of the proposed project.

**CUL-4:** *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

### ***Construction Impacts***

A California Historical Resources Information System (CHRIS) records search identified sites with human remains less than 0.5 mile from the project area. In the event that any human remains or related resources are discovered, such resources would be treated in accordance with state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate, including CEQA guidelines Section 15064.5(e). If human remains are discovered, they would be evaluated by the county coroner as to the nature of the remains. If the remains are determined to be of Native American origin, the Native American Heritage Commission would be contacted and a Most Likely Descendant identified. Compliance with existing regulations would ensure a less than significant impact to human remains during construction of the proposed project.

### **Operational Impacts**

During operation, the proposed project would include a community front lawn with playground facilities, and no ground-disturbing activities would occur. Therefore, no impacts related to disturbing human remains would occur during operation of the proposed project.

#### **3.2.4 Mitigation Measures**

- CR-A:** Prior to demolition, Secretary of the Interior-qualified professionals in history or architectural history shall perform photo recordation and documentation consistent with HABS documentation. HABS-type documentation shall consist of large-format archival photographs, reproductions of historic drawings, if available, a sketch map, and written data (e.g., historic context, building description) that comprise a detailed record that reflects the building's historical significance. Following completion of the HABS-type documentation, the materials shall be placed on file with LABOE, the Los Angeles Public Library, and the LA Conservancy.
- CR-B:** A display and interpretive material for public exhibition concerning the history of the Rancho Cienega Sports Complex and the Celes King III Indoor Pool shall be developed. The display and interpretive material shall incorporate information produced in the HABS-like documentation and historical research related to the historical resource. This display and interpretive material shall be available to the public in a physical and/or digital format, such as a poster or website page.
- CR-C:** Archaeological monitoring shall consist of spot checking until native soils are observed, at which time monitoring will be conducted full time. The archaeological monitor shall have the authority to redirect construction equipment in the event potential archaeological resources are encountered. If archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment or further investigation of the resource is determined by a qualified archaeologist in accordance with the provisions of CEQA Guidelines Section 15064.5. In addition, it is recommended that the construction personnel and staff receive training on possible archaeological resources that may be present in the area to establish an understanding of what to look for during ground-disturbing activities.
- CR-D:** Excavations into undisturbed older Quaternary layers, which vary in depth within the project site, shall be monitored. Monitoring shall consist of spot checking until native soils are observed, at which time monitoring shall be conducted full-time. In the event that potential paleontological resources are encountered, a qualified paleontologist shall be retained to recover and record any fossil remains discovered. Any fossils, should they be recovered, shall be prepared, identified, and catalogued before curation in an accredited repository designated by the lead agency.

#### **3.2.5 Level of Significance After Mitigation**

Mitigation Measures CR-A and CR-B would be implemented to record and document the historic pool structure and require the development of a display of the history of the structure for public exhibition. However, even with implementation of Mitigation Measures CR-A and CR-B, demolition of the existing Celes King III Pool would result in a substantial adverse change to the historical resource that could not be reduced. Therefore, construction of the proposed project would result in a significant and unavoidable impact to the historical resource.



Implementation of Mitigation Measures CR-C and CR-D would ensure that construction impacts to archaeological and paleontological resources remain at a less than significant level.

### 3.3 GREENHOUSE GAS EMISSIONS

This section examines the degree to which the proposed project would affect regional greenhouse gas (GHG) emissions. GHG emissions refer to airborne pollutants that are generally believed to affect global climate conditions. These pollutants have the effect of trapping heat in the atmosphere, thereby altering weather patterns and climatic conditions. This section also describes the characteristics and effects of GHGs, existing conditions in the proposed project area, and applicable regulations. Detailed discussions that include methodological calculations can be found in the Air Quality and Greenhouse Gas Analysis Technical Memorandum, which is included as Appendix B of the EIR.

This section focuses on the potential significance of GHG emissions associated with construction of the proposed project. Operation of the proposed project would not generate any new sources of GHG emissions due to its passive uses, and therefore, no further impact assessment is warranted beyond completion of construction.

#### 3.3.1 Environmental Setting

##### Greenhouse Gas Emissions Characteristics and Effects

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters earth's atmosphere is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. Infrared radiation is absorbed by GHGs; as a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth.

GHGs are present in the atmosphere naturally, are released by natural and anthropogenic sources, and are formed from secondary reactions taking place in the atmosphere. The following are GHGs that are widely accepted as the principal contributors to human-induced global climate change that are relevant to the proposed project:

- Carbon dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous oxide (N<sub>2</sub>O)

Emissions of CO<sub>2</sub> are byproducts of fossil fuel combustion. CH<sub>4</sub> is the main component of natural gas and is associated with agricultural practices and landfills. N<sub>2</sub>O is a colorless GHG that results from industrial processes, vehicle emissions, and agricultural practices.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO<sub>2</sub>. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time (i.e., lifetime) that the gas remains in the atmosphere ("atmospheric lifetime"). The reference gas for GWP is CO<sub>2</sub>; therefore, CO<sub>2</sub> has a GWP of 1. The other main GHGs that have been attributed to human activity include CH<sub>4</sub>, which has a GWP of 28, and N<sub>2</sub>O, which has a GWP of 265. For example, 1 ton of CH<sub>4</sub> has the same contribution to the greenhouse effect as approximately 28 tons of CO<sub>2</sub>. GHGs with lower emissions rates than CO<sub>2</sub> may still contribute to climate change, because they are more effective at absorbing outgoing infrared radiation than CO<sub>2</sub> (i.e., high

GWP). The concept of CO<sub>2</sub>-equivalents (CO<sub>2</sub>e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

### California GHG Emissions Inventory and Achievements

The California Air Resources Board (CARB) has prepared a statewide emissions inventory covering 2000 to 2016, which concluded that GHG emissions have decreased by 9.9 percent over that period.<sup>14</sup> Emissions in 2016 from the transportation sector, which represents California's largest source of GHG emissions and contributed 39 percent of total annual emissions, increased relative to 2013 due to emissions from gasoline used in on-road vehicles.<sup>15</sup> The long term direction of transportation-related GHG emissions is another clear trend, with a 12 percent drop over the past ten years.

Table 3.3-1 shows GHG emissions from 2007 to 2016 in California. Statewide, mobile vehicular sources account for approximately 39 percent of GHG emissions as of 2016. Direct stationary sources of emissions include solid waste decomposition, haul trucks, and the use of refrigerants. The emissions in 2011 are the lowest of the 10-year period between 2007 and 2015, while 2007 had the highest emissions at 490 million metric tons (MMT) CO<sub>2</sub>e. In 2016, California's gross domestic product (GDP) grew three percent while the emissions per GDP declined by 6 percent compared to 2015.<sup>16</sup>

**Table 3.3-1  
California Greenhouse Gas Emissions Inventory**

Sector	CO <sub>2</sub> e Emissions (Million Metric Tons)									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Transportation	189	178	170	165	162	161	161	162	166	169
Industrial	90	91	88	92	91	91	94	94	92	90
Electric Power	114	120	101	90	88	95	90	88	84	69
Commercial and Residential	43	44	44	45	46	43	44	37	38	39
Agriculture	36	36	34	34	35	36	35	36	34	34
High Global Warming Potential	11	12	12	14	15	16	17	18	19	20
Recycling and Waste	8	8	8	8	8	8	9	9	9	9
<b>Emissions Total*</b>	<b>490</b>	<b>487</b>	<b>457</b>	<b>448</b>	<b>444</b>	<b>450</b>	<b>448</b>	<b>444</b>	<b>444</b>	<b>429</b>

Note: \*Emissions total may not add up to all to the combined emissions of the sectors because numbers are rounded to the nearest whole number.

Source: CARB, *California Greenhouse Gas Inventory 2000-2016*, June 22, 2018.

### 3.3.2 Regulatory Setting

#### Federal

In response to growing scientific and political concern regarding the environmental consequences of global climate change, a series of federal actions have been implemented to

<sup>14</sup> CARB, 2016, *California Greenhouse Gas Inventory 2000-2016*, available at: [https://www.arb.ca.gov/cc/inventory/pubs/reports/2000\\_2016/ghg\\_inventory\\_trends\\_00-16.pdf](https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf), accessed August 2, 2018

<sup>15</sup> Ibid.

<sup>16</sup> Ibid.

address GHG emissions at the national level. Several of the most pertinent regulatory efforts are discussed below.

### **Supreme Court Rulings**

*Massachusetts v. Environmental Protection Agency, 127 S. Ct. 1438 (2007)*

The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency, 127 S. Ct. 1438 (2007)* that CO<sub>2</sub> and other GHGs are pollutants under the Clean Air Act (CAA), which the United States Environmental Protection Agency (USEPA) must regulate if it determines they pose an endangerment to public health or welfare. On December 7, 2009, the USEPA Administrator made two distinct findings: 1) the current and projected concentrations of the six key GHGs in the atmosphere (i.e., CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) threaten the public health and welfare of current and future generations; and 2) the combined emissions of these GHGs from motor vehicle engines contribute to GHG pollution which threatens public health and welfare.

### **Energy Independence and Security Act**

The Energy Independence and Security Act of 2007 includes several key provisions that will increase energy efficiency and the availability of renewable energy, which will collectively reduce GHG emissions as a result. First, this act sets a Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel by 2022.<sup>17</sup> Second, this act increases Corporate Average Fuel Economy Standards to require a minimum average fuel economy of 35 miles per gallon for the combined fleet of cars and light trucks by 2020. Third, this act includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

### **National Fuel Efficiency Policy**

On May 19, 2009, President Barack Obama announced a new National Fuel Efficiency Policy aimed at increasing fuel economy and reducing GHG pollution.<sup>18</sup> This policy is expected to increase fuel economy by more than five percent by requiring a fleet-wide average of 35.5 miles per gallon by 2016 starting with model year 2012.

### **National Fuel Economy Standards**

On September 15, 2009, the USEPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of CO<sub>2</sub> per mile and 30.1 miles per gallon. By 2016, the vehicles would have to meet an average standard of 250 grams of CO<sub>2</sub> per mile and 35.5 miles

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<sup>17</sup> According to the United States Energy Information Administration, 36 billion gallons of fuel represents approximately 26 percent of current gasoline consumption.

<sup>18</sup> The White House – Office of the Press Secretary, 2009, *National Fuel Efficiency Policy*, available at: [http://www.whitehouse.gov/the\\_press\\_office/President-Obama-Announces-National-Fuel-Efficiency-Policy/](http://www.whitehouse.gov/the_press_office/President-Obama-Announces-National-Fuel-Efficiency-Policy/).

per gallon.<sup>19</sup> The final standards were adopted by USEPA and the Department of Transportation on April 1, 2010.

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA (42 United States Code Section 7521):

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

While these findings do not impose additional requirements on industry or other entities, this action is a prerequisite to finalizing USEPA's proposed GHG emissions standards for light-duty vehicles, which were jointly proposed by USEPA and NHTSA.

## **State**

In response to growing scientific and political concern regarding the environmental consequences of global climate change, California has adopted a series of laws to reduce emissions of GHGs into the atmosphere. A brief discussion of applicable State regulations is provided below.

### ***Assembly Bill 1493***

Assembly Bill (AB) 1493 (referred to as Pavley I), adopted in 2002, required the CARB to develop and adopt standards for vehicle manufacturers to reduce GHG emissions coming from passenger vehicles and light-duty trucks at a "maximum feasible and cost effective reduction" by January 1, 2005. Pavley I took effect for model years starting in 2009 and extending to 2016 and the Low Emission Vehicle III GHG will cover 2017 to 2025. It is estimated that the standard will reduce climate change emissions from the vehicle fleet by 30 percent in 2016 compared to the emissions in the same year without the standards.<sup>20</sup>

### ***Renewables Portfolio Standard (Senate Bill 1078, Senate Bill 107, Executive Order S-14-08)***

Signed on September 12, 2002, Senate Bill (SB) 1078 required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107, signed on September 26, 2006 changed the due date for this goal from 2017 to 2010, which was achieved by the State. On November 17, 2008, Executive Order (EO) S-14-08, which established a Renewables Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Increased use of renewable energy sources will decrease California's reliance on fossil fuels, reducing emissions of GHG from the energy sector.

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<sup>19</sup> USEPA, 2009, *EPA and NHTSA Propose Historic Nation Program*, available at: [https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/ld\\_hd\\_fe\\_factsheet.pdf](https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/ld_hd_fe_factsheet.pdf).

<sup>20</sup> CARB, 2013, *Clean Air Standards - Pavley, Assembly Bill 1493*, available at: <https://www.arb.ca.gov/cc/ccms/ccms.htm>.

### ***Executive Order S-3-05***

EO S-3-05, signed in June 2005, proclaimed that California is vulnerable to the impacts of climate change. EO S-3-05 declared that increased temperatures could reduce the Sierra Nevada's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emissions targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

### ***Assembly Bill 32***

In 2006, California passed the *California Global Warming Solutions Act of 2006* (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). AB 32 further details and puts into law the mid-term GHG reduction target established in EO S-3-05, which is to reduce statewide GHG emissions to 1990 levels by 2020, and 80 percent below 1990 levels by 2050. AB 32 also identifies CARB as the state agency responsible for the design and implementation of emissions limits, regulations, and other measures to meet the target.

In 2008 and 2014, CARB approved the Scoping Plan and the first update to the Scoping Plan, respectively. CARB's Scoping Plan is the state's plan to achieve the GHG reductions in California required by AB 32 and also reiterates the state's role in the long-term goal established in EO S-3-05, which is to reduce GHG emissions to 80 percent below 1990 levels by 2050. In response to SB 32 and the companion legislation of AB 197, ARB approved the Final Proposed 2017 Scoping Plan Update: The Strategy for Achieving California's 2030 GHG Target in November 2017. The 2017 Scoping Plan draws from the previous plans to present strategies to reaching California's 2030 GHG reduction target. None of these statewide plans or policies constitutes a regulation to adopt or implement a regional or local plan for reduction or mitigation of GHG emissions. In addition, it is assumed that any requirements formulated under the mandate of AB 32 and SB 32 would be implemented consistent with statewide policies and laws.

### ***Low Carbon Fuel Standard (EO S-1-07)***

On January 18, 2007, EO S-1-07 was issued requiring a reduction of at least ten percent in the carbon intensity of California's transportation fuels by 2020. Regulatory proceedings and implementation of the Low Carbon Fuel Standard are CARB's responsibility. The Low Carbon Fuel Standard has been identified by CARB as a discrete early action item in the CARB Scoping Plan. CARB expects the Low Carbon Fuel Standard to achieve the minimum ten percent reduction goal; however, many of the early action items outlined in the Scoping Plan work in tandem with one another. To avoid the potential for double-counting emission reductions associated with AB 1493 (see previous discussion), the Scoping Plan has modified the aggregate reduction expected from the Low Carbon Fuel Standard to 9.1 percent.

### ***Senate Bill 375***

SB 375, adopted in September 30, 2008, provides a means for achieving AB 32 goals through the reduction in emissions by cars and light trucks. SB 375 requires Regional Transportation Plans (RTPs) prepared by Metropolitan Planning Organizations (MPOs) to include Sustainable Communities Strategies (SCSs). In adopting SB 375, the Legislature found that improved coordination between land use planning and transportation planning is needed in order to achieve the GHG emissions reduction target of AB 32. Further, the staff analysis for the bill

prepared for the Senate Transportation and Housing Committee's August 29, 2008 hearing on SB 375 began with the following statement: "According to the author, this bill will help implement AB 32 by aligning planning for housing, land use, transportation and greenhouse gas emissions for the 17 MPOs in the State." Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. CARB has set the following reduction targets for the Southern California Association of Governments (SCAG): reduce per capita 8 percent of GHG emissions below 2005 levels by 2020 and 13 percent below 2005 levels by 2035.

### ***Senate Bill 743***

SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for certain urban infill projects and eliminating the measurement of auto delay, including Level of Service, as a metric that can be used for measuring traffic impacts in transit priority areas. SB 743 requires the Governor's Office of Planning and Research to develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the "...reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also allows the Office of Planning and Research to develop alternative metrics outside of transit priority areas.

### ***Executive Order B-30-15***

In April 2015, Governor Edmund Brown issued an EO establishing a statewide GHG reduction goal of 40 percent below 1990 levels by 2030. The emission reduction target acts as an interim goal between the AB 32 goal (i.e., achieve 1990 emission levels by 2020) and Governor Brown's EO S-03-05 goal of reducing statewide emissions to 80 percent below 1990 levels by 2050. In addition, the EO aligns California's 2030 GHG reduction goal with the European Union's reduction target (i.e., 40 percent below 1990 levels by 2030) that was adopted in October 2014.

### ***Senate Bill 32***

On September 8, 2016, California signed into law SB 32, which adds Section 38566 to the Health and Safety Code and requires a commitment to reducing statewide GHG emissions by 2020 to 1990 levels and by 2030 to 40 percent less than 1990 levels. SB 32 was passed with companion legislation AB 197, which provides additional direction for developing the Scoping Plan. Recently, CARB released The 2017 Scoping Plan Update, which outlines the proposed framework of action for achieving California's new SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels.<sup>21</sup> The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by EO B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels. The 2017 Scoping Plan identifies key sectors of the implementation strategy, which includes improvements in low carbon energy, industry, transportation sustainability, natural and working lands, waste management, and water.

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<sup>21</sup> CARB, 2017, *California's 2017 Climate Change Scoping Plan*, available at: [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).

Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 MMTCO<sub>2</sub>e, and that further commitments will need to be made to achieve an additional reduction of 50 MMTCO<sub>2</sub>e beyond current policies and programs. The 2017 Scoping Plan indicates that stronger SB 375 reduction targets are needed to meet the State's 2030 and 2050 goals and that, “[m]ore needs to be done to fully exploit synergies with emerging mobility solutions like ride-sourcing and more effective infrastructure planning to anticipate and guide the necessary changes in travel behavior, especially among millennials.” Stronger SB 375 reduction targets will likely encourage further densification around transit infrastructure.

## **Regional**

### ***SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)***

While Southern California is a leader in reducing emissions, and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation. SCAG is the MPO for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino and Imperial counties. The 2016–2040 RTP/SCS includes commitments to reduce emissions from transportation sources to comply with SB 375. Goals and policies included in the 2016–2040 RTP/SCS to reduce air pollution consist of adding density in proximity to transit stations, mixed-use development and encouraging active transportation (i.e., non-motorized transportation such as bicycling).

SB 375 requires CARB to develop regional CO<sub>2</sub> emission reduction targets, compared to 2005 emissions, for cars and light trucks only for 2020 and 2035 for each MPO. Each MPO is to prepare an SCS as part of the RTP in order to reduce CO<sub>2</sub> by better aligning transportation, land use, and housing. For SCAG, the targets are to reduce per capita emissions 8 percent below 2005 levels by 2020 and 13 percent below 2005 levels by 2035.<sup>22</sup> The 2016–2040 RTP/SCS states that the region will meet or exceed the SB 375 per capita targets, lowering regional per capita GHG emissions (below 2005 levels) by eight percent by 2020 and 18 percent by 2035. The 2016–2040 RTP/SCS also states that regional 2040 per capita emissions would be reduced by 22 percent, although CARB has not established a 2040 per capita emissions target.

## **Local**

### ***City of Los Angeles Climate Action Plan***

In May 2007, Los Angeles released “Green LA: An Action Plan to Lead the Nation in Fighting Global Warming” (Climate Action Plan) with a goal to reduce the City’s GHG emissions to 35 percent below 1990 levels by the year 2030. The Climate Action Plan focuses on reducing GHG emissions by increasing the use of renewable energy sources, implementing green building policies, diverting waste from landfills, greening the Port of Los Angeles, and changing land use and transportation patterns to reduce dependence on automobiles. In April 2015, the City of Los Angeles released the City’s Sustainable City pLAN, which lays out strategies and priority initiatives to reduce Los Angeles’s GHG emissions by 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, all against a 1990 baseline. Neither the Green LA Climate

<sup>22</sup> SCAG, 2016, *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*, available at: <http://scagtrpssc.net/Pages/FINAL2016RTPSCS.aspx>.



Action Plan nor the City's Sustainable City pLAN include any specific GHG emission reduction requirements for construction activities that would be directly applicable to the proposed project.

### **3.3.3 Environmental Impacts**

#### **Methodology**

The proposed project involves the demolition of the existing Celes King III Indoor Pool building. Following the completion of construction activities, the project site would be converted into a community front lawn and playground area. No new sources of GHG emissions would be introduced to the project area due to its passive uses, and no additional employees would be required during operations due to the passive nature of the community front lawn and playground area. Therefore, no operational emissions are anticipated, and the GHG impact assessment focuses on emissions that would be generated during construction activities.

Construction-related emissions associated with typical construction activities were modeled using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod allows the user to enter project-specific construction information, such as types, number, and horsepower of construction equipment, and number and length of off-site motor vehicle trips. Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust-related GHG emissions. Detailed emissions calculations can be found in Appendix B of the EIR.

#### **Thresholds of Significance**

In accordance with Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on greenhouse gas emissions if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Neither the City nor the SCAQMD has adopted a quantitative threshold value for determining the significance of GHG emissions from construction activities. GHG emissions associated with construction activities cannot be avoided regardless of the equipment used for the proposed project. For example, direct emissions would result from diesel-powered equipment and indirect emissions would result from the generation of energy used to power electric equipment. A significance threshold related to net-zero emissions or reductions from a business-as-usual emissions amount is not possible for a project that only generates construction emissions. Therefore, the significance of construction emissions is assessed by determining if proposed project emissions would contribute an inordinate amount to the regional GHG emissions inventory. BOE has no knowledge of another agency establishing a GHG emissions inventory for all construction activities in Los Angeles County or an agency establishing what would be considered an inordinate contribution to the regional GHG emissions inventory.

For the proposed project, the analysis uses the applicable significance thresholds developed by the SCAQMD. The SCAQMD has adopted a significance threshold of 10,000 metric tons (MT) of CO<sub>2</sub>e per year for industrial (stationary source) projects. The GHG CEQA Significance Threshold Stakeholder Working Group also recommended options for evaluating non-industrial

projects, including thresholds for residential, commercial, and mixed use projects. These draft thresholds include a threshold of 3,500 MT CO<sub>2</sub>e per year for residential projects, 1,400 MT CO<sub>2</sub>e per year for commercial projects, and 3,000 MT CO<sub>2</sub>e per year for mixed use projects. Since the proposed project recreational land uses would be most similar to a commercial land use, the proposed SCAQMD threshold of 1,400 MT CO<sub>2</sub>e per year is used for this analysis.

## Impact Analysis

**GHG-1:** *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

It is very unlikely that any individual development project would generate GHG emissions of a sufficient magnitude to directly impact regional climate change; therefore, there would be no direct GHG emissions impact resulting from implementation of the proposed project and any impact would be considered on an indirect or cumulative basis. As previously discussed, the proposed project recreational land uses would be most similar to a commercial land use, and the proposed SCAQMD threshold of 1,400 MT CO<sub>2</sub>e per year is used for this analysis. Construction activities associated with implementation of the proposed project would be temporary and GHG emissions would cease upon completion of construction.

Total GHG emissions associated with construction of the proposed project would be approximately 373 MT CO<sub>2</sub>e, with the maximum of 339 MT CO<sub>2</sub>e occurring in 2021. SCAQMD methodology recommends that construction emissions be amortized over 30 years, which is assumed to be the average lifetime of a project's operations, and added to the operational emissions of the project. When this total is amortized over the 30-year life of the project, annual construction emissions would be approximately 12 MT CO<sub>2</sub>e per year.

As discussed previously, the community front lawn and playground area would consist of passive uses. Therefore, GHG emissions from area sources (including landscaping equipment), mobile sources, and energy consumption associated with project operations would be anticipated to remain similar to existing conditions. Operational GHG emissions would be limited to indirect emissions associated with nominal water use for landscaping. For the purposes of the GHG analysis, water consumption was assumed to occur over the 0.4-acre project site. Based on the default CalEEMod rates for water consumption for a park land use, indirect water-related GHG emissions would be approximately 3 MT CO<sub>2</sub>e per year. As such, the amortized emissions of 15 MT CO<sub>2</sub>e associated with construction and landscaping would be less than the proposed SCAQMD threshold of 1,400 MT CO<sub>2</sub>e per year. Therefore, this impact would be less than significant and no mitigation is required.

**GHG-2:** *Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

As discussed previously, GHG emissions are regionally cumulative in nature and it is highly unlikely construction of any individual project would generate GHG emissions of sufficient quantity to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Standard construction procedures would be undertaken in accordance with SCAQMD and CARB regulations applicable to heavy duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to construction equipment maintenance and inspections and emissions standards, as well as diesel fleet requirements including idling time restrictions and maintenance, would ensure that construction

of the proposed project would not conflict with GHG emissions reductions efforts. Impacts would be less than significant and no mitigation is required.

#### **3.3.4 Mitigation Measures**

Implementation of the proposed project would not have the potential to result in a significant impact related to GHG emissions. No mitigation measures would be required.

#### **3.3.5 Level of Significance After Mitigation**

Impacts related to GHG emissions would be less than significant without mitigation.

## 3.4 HAZARDS AND HAZARDOUS MATERIALS

This section addresses the potential of the proposed project to expose the public and environment to hazards and hazardous materials during construction and operation. The analysis in this section is based in part on information from a preliminary hazardous materials survey prepared for the *Rancho Cienega Sports Complex Project*.<sup>23</sup>

### 3.4.1 Environmental Setting

Hazardous substances are defined by state and federal regulations as substances that must be regulated in order to protect the public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be hazardous. The California Code of Regulations Title 22, Division 4.5, Chapter 11, Article 2, Section 66261.10 provides the following definition:

A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported,<sup>23</sup> or disposed of or otherwise managed.

According to Title 22 (California Code of Regulations Chapter 11, Article 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or which is being stored prior to disposal.

Toxic substances may cause short-term or long-term health effects, ranging from temporary effects to permanent disability or death. Examples of toxic substances include most heavy metals, pesticides, benzene, gasoline, hexane, natural gas, sulfuric acid, lye, explosives, pressurized canisters, and radioactive and biohazardous materials. Soils may also be toxic because of accidental spilling of toxic substances.

### Use, Disposal, Storage, and Transport of Hazardous Materials

The project site is currently developed with the Celes King III Indoor Pool building, which is a cinder-block/concrete walled, steel-supported structure that consists of offices, locker rooms, and support facilities located at the northern end of the building with the pool area located to the south. The pool is covered by a sliding steel-supported roof that rides on steel rails supported on lateral steel beams; however, the sliding roof system has not been used in years. The Celes King III Indoor Pool building was constructed in the 1960s and is currently operating as a recreational facility. Chemicals typically used for pool maintenance are currently stored on site.

<sup>23</sup> AECOM, *Predemolition/Renovation Asbestos, Lead-Based Paint, and Other Hazardous Materials Survey Report for Rancho Cienega Sports Complex (Celes King III Pool) Project, Los Angeles, California*. 2016. Prepared for LABOE.

### **Asbestos Containing Materials**

Asbestos-containing materials (ACMs) are materials that contain asbestos, a naturally-occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, potential for exposure when ACMs become damaged to the extent that asbestos fibers become airborne and are inhaled. These airborne fibers are carcinogenic and can cause lung disease. The age of a building is directly related to its potential for containing elevated levels of ACMs. Asbestos was utilized routinely in many building materials until 1978.

A preliminary survey conducted for the *Rancho Cienega Sports Complex Project* determined that the Celes King III Pool building may contain asbestos containing materials in the roofing mastic located on the roof of the building.<sup>24</sup>

### **Lead Based Paint**

Lead based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACMs, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance could result in hazardous exposure. In 1978, the use of LBP was federally banned by the Consumer Product Safety Commission. Therefore, structures built before 1978 are likely to contain LBP, as well as those built shortly thereafter, as the phase-out of LBP was gradual.

A preliminary survey conducted for the *Rancho Cienega Sports Complex Project* determined that the Celes King III Pool may contain lead-based paint located in the ceramic tile in the men's and women's locker room, rails and lateral supports for the sliding roof, and metal posts supporting the walkway on the northern side of the building.

### **Other Hazardous Materials**

Other hazardous materials may include mercury containing thermostats, switches and fluorescent tubes, Freon in air conditioning units, polychlorinated biphenyls (PCB) and oil containing lighting ballasts, and PCB containing caulking and fillers.

PCBs are mixtures of chlorinated compounds that can exist as vapor, oily liquids, or solids. PCBs have been used as coolants and lubricants in transformers and other electrical equipment because they do not burn easily and are good insulators. When PCBs leak into the air, water, and soil, they can result in skin rashes and liver damage in humans. PCBs are also probable human carcinogens. In 1977, the U.S. government banned production of PCBs.

A preliminary survey conducted for the *Rancho Cienega Sports Complex Project* determined that the cracks in the concrete areas surrounding the pool are filled with a polymer material, commonly referred to as coping, that may contain PCBs. Additionally, lighting fixtures throughout the pool building may contain PCBs and oils.

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<sup>24</sup> AECOM, *Predemolition/Renovation Asbestos, Lead-Based Paint, and Other Hazardous Materials Survey Report for Rancho Cienega Sports Complex (Celes King III Pool) Project, Los Angeles, California*. 2016. Prepared for LABOE.

### ***Proximity to Schools***

There are two schools located within a quarter-mile radius of the project site: Dorsey High School, located east of the project site at 3537 Farmdale Road, and View Park Continuation High School, also located east of the project site at 4701 Obama Boulevard. In addition, a child care facility, the Ira C. Massey Child Care Center, is located directly north of the project site within the Rancho Cienega Sports Complex.

## **3.4.2 Regulatory Setting**

### **Federal**

#### ***United States Environmental Protection Agency***

The U.S. Environmental Protection Agency (USEPA) is the primary federal agency regulating hazardous wastes and materials. The USEPA broadly defines a hazardous material as one that is specifically listed in USEPA regulations, has been tested, and meets one of the four characteristics established by the USEPA (toxicity, ignitability, corrosivity, or reactivity), or that has been declared hazardous by the material generator based on knowledge of the material. The USEPA defines hazardous materials as waste with properties that make it dangerous or capable of having a harmful effect on human health or the environment. Federal regulations pertaining to hazardous wastes and materials are generally contained in Titles 29, 40, and 49 of the Code of Federal Regulations.

#### ***Resource Conservation and Recovery Act of 1976***

The Resource Conservation and Recovery Act of 1976 (42 United States Code Sections 6901 – 6987), including the Hazardous and Solid Waste Amendments of 1984, protects human health and the environment, and imposes regulations on hazardous waste generators, transporters, and operators of treatment, storage, and disposal facilities. The corresponding regulations in 40 Code of Federal Regulations 260-299 provide the general framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste.

#### ***Hazardous Materials Transportation Act***

The United States Department of Transportation, the Federal Highway Administration, and the Federal Railroad Administration are three entities that regulate the transport of hazardous materials at the federal level. The Hazardous Materials Transportation Act (49 Code of Federal Regulations 171, Subchapter C) governs the transportation of hazardous materials. These regulations are promulgated by the United States Department of Transportation and enforced by the USEPA.

### **State**

#### ***California Environmental Protection Agency***

The California Environmental Protection Agency (CalEPA) has been granted primary responsibility by the USEPA for administering and enforcing hazardous materials management plans within California. The Department of Toxic Substances Control (DTSC), a division of CalEPA, regulates hazardous waste. The DTSC defines a hazardous material as a waste with

a chemical composition or other properties that make it capable of causing illness, death, or some other harm to humans and other life forms when mismanaged or released into the environment. California regulations governing hazardous materials include detailed planning and management requirements to ensure that hazardous materials are properly handled, stored, and disposed of in order to reduce human health risks. In particular, the State has acted to regulate the transfer and disposal of hazardous waste. Hazardous waste haulers are required to comply with regulations that establish numerous standards, including criteria for handling, documenting, and labeling the shipment of hazardous waste. Hazardous waste treatment, storage, and disposal facilities are also highly regulated and must meet standard criteria for processing, containment, and disposal of hazardous materials.

### ***Hazardous Waste Control Act***

The state equivalent of the Resource Conservation and Recovery Act is the Hazardous Waste Control Act. It created the State Hazardous Waste Management Program, which is similar to the Resource Conservation and Recovery Act program. The Hazardous Waste Control Act establishes requirements for the proper management of hazardous substances and wastes with regard to criteria for (1) identification and classification of hazardous wastes; (2) generation and transportation of hazardous wastes; (3) design and permitting of facilities that recycle, treat, store, and dispose of hazardous wastes; (4) treatment standards; (5) operation of facilities; (6) staff training; (7) closure of facilities; and (8) liability requirements.

### ***Titles 22 and 23 of the California Code of Regulations***

In the State of California, Titles 22 and 23 of the California Code of Regulations addresses hazardous materials and wastes. Title 22, Division 4.5 defines, categorizes, and lists hazardous materials and wastes, including universal wastes. Title 23 addresses public health and safety issues related to hazardous materials and wastes, and specifies disposal options.

### ***California Health and Safety Code***

State hazardous waste control laws enforced by the DTSC are included in the California Health and Safety Code. These regulations identify standards for the classification, management, and disposal of hazardous waste in California.

### ***California Occupational Safety and Health Program***

Under an agreement with Occupational Safety and Health Program, the State of California operates an occupational safety and health program in accordance with Section 18 Occupational Safety and Health Act of 1970. Initial approval of the California State Plan was published on May 1, 1973, and certification for completing all developmental steps was received on August 19, 1977.

## **Regional**

### ***South Coast Air Quality Management District Rule 1403***

Rule 1403 was adopted by the South Coast Air Quality Management District (SCAQMD) on October 6, 1989, and establishes Survey Requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. SCAQMD Rule 1403 incorporates the requirements of the federal

asbestos requirements found in National Emission Standards for Hazardous Air Pollutants found in the Code of Federal Regulations Title 40, Part 61, Subpart M.

## **Local**

### ***City of Los Angeles General Plan***

The Safety Element of the City's General Plan states that hazardous materials management is regulated by federal and state codes, and designates the Los Angeles Fire Department as the enforcement agency for the City, state and federal hazardous materials regulations. Policies regulating hazardous materials are relative to other potential natural hazards. City regulations include spill mitigation and containment and securing of hazardous materials containers to prevent spills.

### ***City of Los Angeles Local Hazard Mitigation Plan***

The 2017 City of Los Angeles Local Hazard Mitigation Plan serves as a guide to reduce the risks from disasters to people, property, economy, and environment in the City. The plan consists of hazard vulnerability and risk analysis, hazard mitigation strategies and actions, and methods of implementing and monitoring the plan. Chapter 17 of the plan identifies hazards as it relates to hazardous materials, transportation, and radiological incidents.

## **3.4.3 Environmental Impacts**

### **Methodology**

The assessment of impacts concerning hazards and hazardous materials and their use, transport, disposal, or release related to public health and the environment was based on the preliminary report listed at the beginning of this section.

### **Thresholds of Significance**

As part of the Initial Study (see Appendix A), it was determined that the proposed project would not be located on a hazardous materials site pursuant to Government Code Section 65926.5, result in hazards related to public airports or private airstrips, impair implementation of adopted emergency response plans, or expose people or structures to wildland fires. Accordingly, these issues are not further analyzed in detail in the EIR. The impact summaries for these issues is provided in Section 4.2, Impact Overview, of this EIR.

In accordance with Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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; and/or
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.



## Impact Analysis

**HAZ-1:** *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

### **Construction Impacts**

Construction of the proposed project would include demolition of the Celes King III Pool building, which would disturb ACMs, LBP, and other hazardous materials, resulting in a significant impact. Implementation of Mitigation Measure HAZ-A would require the proposed project to conduct hazardous materials abatement by a licensed abatement contractor prior to demolition of the building, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels. With implementation of Mitigation Measure HAZ-A and adherence to all applicable federal, state, and local regulations, impacts related to the routine use, handling, and disposal of hazardous materials during construction would be less than significant.

### **Operation Impacts**

Potential impacts related to hazards and hazardous materials would only occur during construction of the proposed project. The routine transport, storage, use, or disposal of hazardous materials is not anticipated as the community front lawn and playground facilities would be passive recreation uses. Therefore, no impacts related to the routine transport, use, or disposal of hazardous materials would occur during operation of the proposed project.

**HAZ-2:** *Would the project 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?*

### **Construction Impacts**

As discussed above, with implementation of Mitigation Measure HAZ-A, the proposed project would conduct hazardous materials abatement prior to demolition of the Celes King III Pool building. A licensed abatement contractor would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with HEPA vacuums and/or disposable wet wipe towels. Should the hazardous materials be accidentally released, it may pose a hazard to construction workers, the public, as well as the environment. However, the hazardous materials abatement and demolition of the Celes King III Pool building would be short-term and a singular occurrence. Consequently, it is unlikely that a significant release of hazardous materials would occur. With implementation of Mitigation Measure HAZ-A and adherence to all applicable federal, state, and local regulations, impacts related to the accidental release of hazardous materials into the environment during construction would be less than significant.

### **Operation Impacts**

Potential impacts related to hazards and hazardous materials would only occur during construction of the proposed project. During operation, the project site would include the development a community front lawn with playground facilities. Therefore, no impacts related to the release of hazardous materials into the environment would occur during operation of the Proposed Project.

**HAZ-3:** *Would the project emit hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

### **Construction Impacts**

There are two schools located within a quarter-mile of the project site including, Dorsey High School and View Park Continuation High School, as well as the Ira C. Massey Child Care Center. As discussed above, with implementation of Mitigation Measure HAZ-A, the proposed project would conduct required hazardous materials abatement prior to demolition of the Celes King III Pool building. A licensed contractor would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with HEPA vacuums and/or disposable wet wipe towels. With implementation of Mitigation Measure HAZ-A and adherence to all applicable federal, state, and local regulations, impacts related to emitting or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school would be less than significant.

### **Operation Impacts**

Potential impacts related to hazards and hazardous materials would only occur during construction of the proposed project. During operation, the project site would include a community front lawn with playground facilities. Therefore, no impacts related to emitting hazardous materials or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur during operation of the proposed project.

### **3.4.4 Mitigation Measures**

**HAZ-A:** Prior to demolition of the Celes King III Pool building, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels.

### **3.4.5 Level of Significance After Mitigation**

Implementation of Mitigation Measure HAZ-1 would ensure that demolition and construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or by emitting hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant with implementation of Mitigation Measure HAZ-1.

## 3.5 NOISE

This section analyzes the potential impacts of the proposed project as it relates to noise and vibration. The applicable laws, regulations, and methods used to determine the effect of the proposed project are described herein. This section describes the existing environmental setting and regulatory setting, and analyzes the environmental impacts of the proposed project associated with noise and vibration as detailed in the Noise and Vibration Impact Study prepared by Terry A. Hayes Associates, Inc. (TAHA), which is included as Appendix D of this EIR.

### Noise Characteristics and Effects

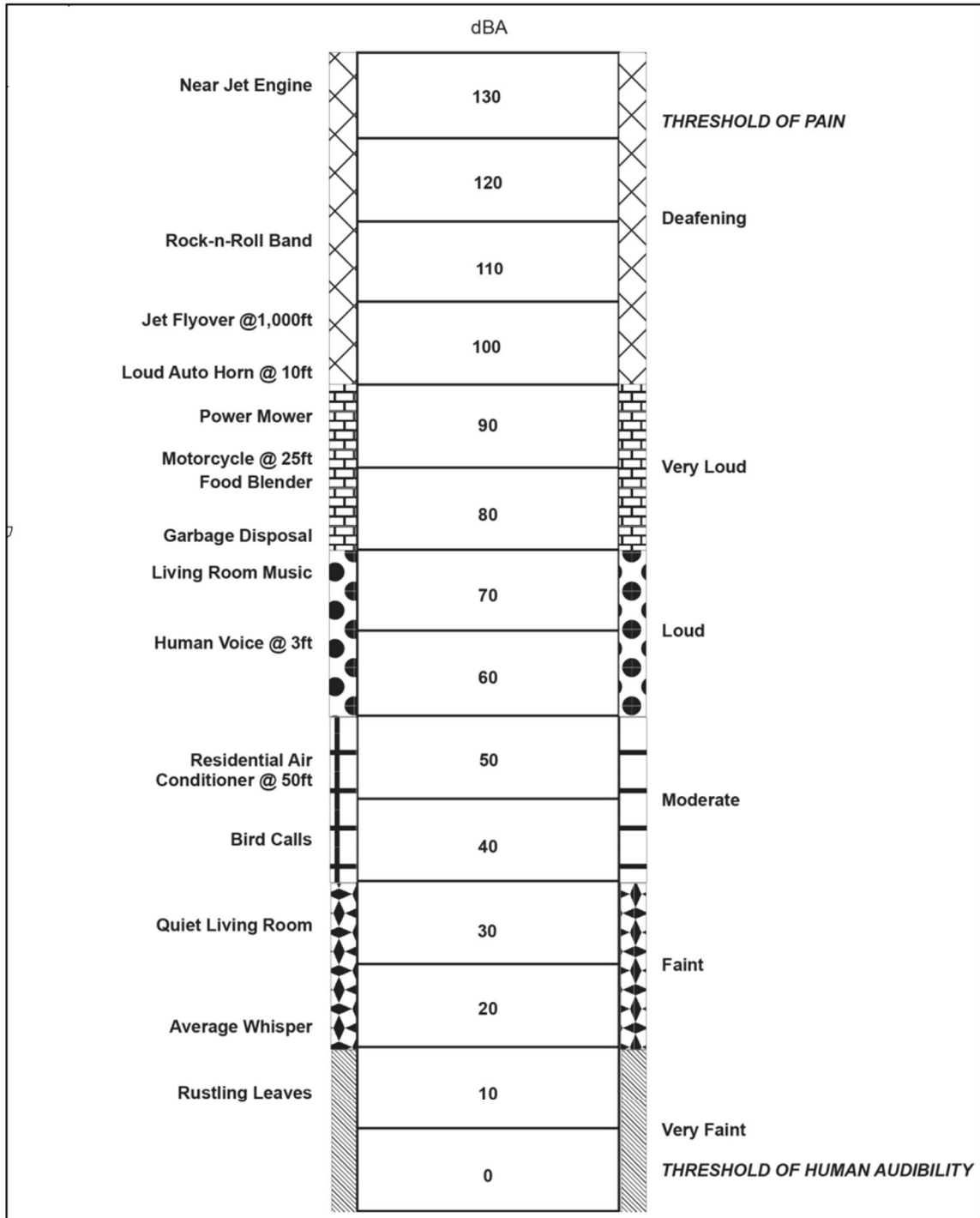
Sound is technically described in terms of the loudness (amplitude) and frequency (pitch).<sup>25</sup> The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Figure 3.5-1 provides examples of A-weighted noise levels from common sounds.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or “point source,” decreases by approximately 6 dBA over hard surfaces (e.g., reflective surfaces, such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces, such as soft dirt, grass, or scattered bushes and trees) 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 is 83 dBA at a distance of 100 feet 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 and 4.5 dBA over soft surfaces for each doubling of the distance.

This noise analysis discusses sound levels in terms of equivalent noise level ( $L_{eq}$ ) and the Community Noise Equivalent Level (CNEL).  $L_{eq}$  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.

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<sup>25</sup> California Department of Transportation, *Technical Noise Supplement*, 2013.



Source: Cowan, James P., Handbook of Environmental Acoustics, 1993.

**Figure 3.5-1**  
**A-Weighted Decibel Scale**

NOT TO SCALE.

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.

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, as well as 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.

Generally, noise is most audible when traveling by direct line-of-sight. In urban environments, barriers, such as walls, berms or buildings, are often present, which breaks the line-of-sight between the source and the receiver, greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

### **Vibration Characteristics and Effects**

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roadways. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The Vdb acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, groundborne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of groundborne vibration can damage fragile buildings or interfere with equipment that is highly sensitive to groundborne vibration (e.g., electron microscopes).

Unlike noise, groundborne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 VdB RMS or lower, well below the threshold of perception for humans which is around 65 VdB RMS. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment and traffic on rough roadways. If the roadway is smooth, the vibration from traffic is rarely perceptible.

### 3.5.1 Environmental Setting

#### Existing Noise and Vibration

To characterize the existing noise environment around the project site, ambient noise was monitored using a SoundPro DL Sound Level Meter on Thursday, May 31, 2018 between 10:00 a.m. and 12:00 p.m. The three noise monitoring locations are shown in Figure 3.5-2. Measurements were taken for 15-minute periods at each site. As shown in Table 3.5-1, the existing ambient noise levels range between 70.4 and 70.8 dBA  $L_{eq}$ . Traffic was the primary source of noise at each site. Possible sources of vibration at the project site include the Los Angeles County Metropolitan Transportation Authority Expo Line and truck traffic. Based on the field visits, neither source generates perceptible vibration on the project site.

**Table 3.5-1  
Existing Ambient Noise Levels**

<b>Monitoring Site (Key to Figure 3.5-2)</b>	<b>Noise Monitoring Location</b>	<b>Noise Level (dBA, <math>L_{eq}</math>)</b>
1	Residences at 3515 S. La Brea Avenue	70.8
2	Residences at 5010 Obama Boulevard	70.4
3	Dorsey High School	70.4

Source: TAHA, 2018.

#### Sensitive Receptors

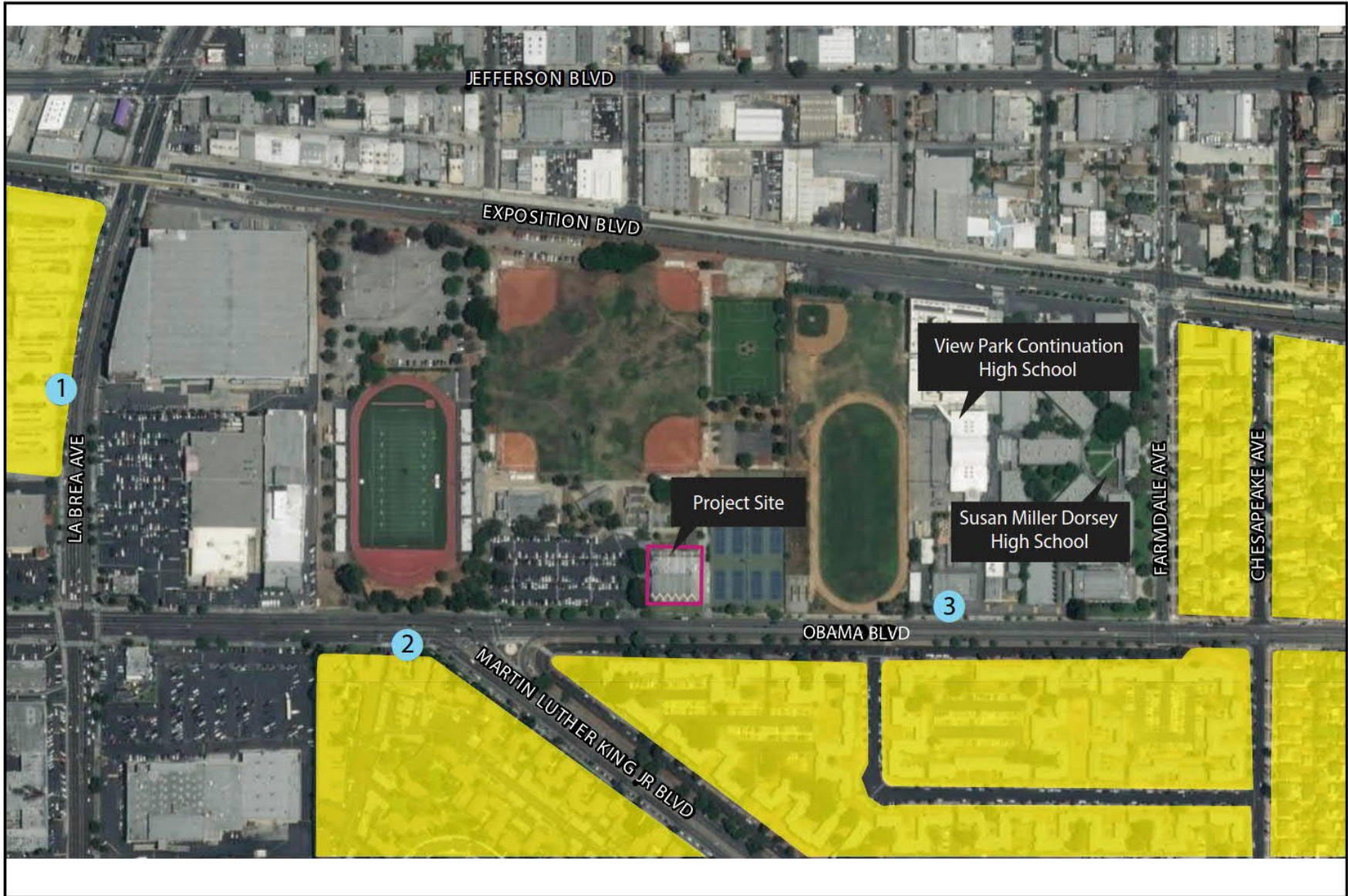
Sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. They typically include residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas. The project site is located in an urban environment and many sensitive receptors are located near the project site, as shown in Figure 3.5-2. Sensitive receptors within the vicinity of the project site include Dorsey High School located to the east of the project site and residences located directly to the south and southwest across Obama Boulevard.

### 3.5.2 Regulatory Setting

#### Federal

##### ***U.S. Environmental Protection Agency***

The Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, the U.S. Environmental Protection Agency (USEPA) determined that subjective issues such as noise would be better addressed at local levels of government, thereby allowing more individualized control for specific issues by designated federal, state, and local government agencies. Consequently, in 1982, responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in the USEPA rulings in prior years remain in place.



Source: TAHA, 2018.



 Project Site

 Noise Monitoring Locations

 Residences

**Figure 3.5-2**  
**Noise Monitoring Locations and Sensitive Receptors**



**Federal Transit Administration** The Federal Transit Administration (FTA) has published vibration guidance for assessing building damage impacts from vibration relevant to the proposed project analysis. Table 3.5-2 shows the FTA building damage criteria for vibration. FTA has also established criteria related to vibration annoyance, which are shown in Table 3.5-3.

**Table 3.5-2  
Construction Vibration Damage Criteria**

<b>Building Category</b>	<b>PPV (inches/second)</b>
I. Reinforced – Concrete, Steel, or Timber (no plaster)	0.5
II. Engineered Concrete and Masonry (no plaster)	0.3
III. Non Engineered Timber and Masonry Buildings	0.2
IV. Buildings Extremely Susceptible to Vibration Damage	0.12

Source: FTA, *Transit Noise and Vibration Impact Assessment*, 2006.

**Table 3.5-3  
Construction Vibration Annoyance Criteria**

<b>Land Use Category</b>	<b>Vibration Impact Level (VdB re micro-inch per second)</b>		
	<b>Frequent Events<sup>a</sup></b>	<b>Occasional Events<sup>b</sup></b>	<b>Infrequent Events<sup>c</sup></b>
1. Buildings where vibration would interfere with interior operations.	65 <sup>d</sup>	65 <sup>d</sup>	65 <sup>d</sup>
2. Residences and buildings where people normally sleep.	72	75	80
3. Institutional land uses with primarily daytime use.	75	78	83

<sup>a</sup> Frequent Events are defined as more than 70 vibration events of the same source per day.

<sup>b</sup> Occasional Events" are defined as between 30 and 70 vibration events of the same source per day.

<sup>c</sup> Infrequent Events" are defined as fewer than 30 vibration events of the same kind per day.

<sup>d</sup> This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

Source: FTA, *Transit Noise and Vibration Impact Assessment*, 2006.

## State

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts.

There are no adopted State vibration standards.

## Local

### ***Los Angeles Municipal Code***

The City of Los Angeles 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, Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) of the Los Angeles Municipal Code (LAMC) 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 home owner 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. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside of the limits described above.

LAMC Section 112.04 (Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices) specifies between the hours of 10:00 p.m. and 7:00 a.m. of the following day, 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. Furthermore, no gas-powered blower shall be used within 500 feet of a residence at any time.

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.

There are no adopted City standards for groundborne vibration.

### **3.5.3 Environmental Impacts**

#### **Methodology**

##### ***Noise***

Construction noise levels were based on information obtained from USEPA. Noise levels associated with typical construction equipment were obtained from the Federal Highway Administration Roadway Construction Noise Model. This model predicts noise from construction operations based on a compilation of empirical data and the application of acoustical propagation formulas. Maximum equipment noise levels were adjusted based on anticipated percent of use. Example equipment noise levels were estimated by making a distance adjustment to the construction source noise level. The methodology used for this analysis can be viewed in Section 2.1.4 (Sound Propagation) of the California Department of Transportation (Caltrans) Technical Noise Supplement. A detailed description of the formulas used can be found in Appendix D of this EIR.

### ***Vibration***

Vibration levels were estimated using example vibration levels and propagation formulas provided by FTA from the FTA Transit Noise and Vibration Impact Assessment. A detailed description of the formulas used can be found in Appendix D of this EIR.

### **Thresholds of Significance**

As part of the Initial Study (see Appendix A), it was determined that the proposed project would not result in noise related to public airports or private airstrips. Accordingly, this issue is not further analyzed in detail in the EIR. The impact summary for this issue is provided in Section 4.2, Impact Overview, of this EIR.

In accordance with Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on noise if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; and/or
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

### ***Construction Noise***

Based on the LAMC, the proposed project would exceed the local standards and substantially increase temporary construction noise levels if:

- Construction activities would occur within 500 feet of a noise-sensitive use and outside the hours allowed in the LAMC. The allowable hours of construction in the LAMC include 7:00 a.m. to 9:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. No construction activity is allowed on Sundays or federal holidays; and/or
- Equipment noise levels would exceed 75 dBA  $L_{eq}$  at 50 feet unless technically infeasible

### ***Vibration***

The construction-related vibration analysis considers the potential for building damage and annoyance. Maximum vibration levels were assessed based on large bulldozer and hoe ram activity, which would be considered as a frequent event happening between 70 times or more in one day:

- Vibration levels would exceed 0.3 PPV at engineered concrete and masonry buildings (e.g., typical residential buildings, schools, commercial centers); and and/or
- Vibration levels associated with hoe ram activity would exceed 72 VdB at residences or 75 VdB at institutional land uses with primarily daytime use.

**Impact Analysis**

**NOI-1:** *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Construction Impacts**

Construction of the proposed project would last approximately 12 months, beginning in December 2020 and concluding in December 2021. The LAMC allows construction activity to occur Monday through Friday between the hours of 7:00 a.m. and 9:00 p.m., although daily construction would not likely occur after 6:00 p.m. If necessary, construction of the proposed project would occur between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays. There would be no construction activities on Sundays or federal holidays, and no construction would occur during prohibited hours. Demolition and grading activities would require heavy-duty equipment common to urban development, including, but not limited to, hoe rams, graders, loaders, and trucks.

Construction activities 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 construction of Proposed Project are listed in Table 3.5-4. The table shows noise levels at distances of 50 feet from the construction noise source. Construction activities typically require the use of numerous pieces of noise-generating equipment. A hoe ram would be used for breaking up concrete during the pool demolition. Hoe rammings would generate the highest noise levels of any construction equipment with a noise level of 90.3 dBA at 50 feet.

**Table 3.5-4  
Noise Levels Ranges of Common Construction Equipment**

<b>Construction Equipment</b>	<b>Noise Level at 50 feet (L<sub>eq</sub>, dBA)</b>
Backhoe (Skid Loader/Skip Loader)	73.6
Compactor	76.2
Dump Truck	72.5
Excavator	76.7
Hoe Ram	90.3
Roller	73.0

Source: Federal Highway Administration, Roadway Construction Noise Model, Version 1.1, 2008.

To more accurately characterize construction-period noise levels, the average noise level was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously. The noise levels shown in Table 3.5-5 take into account the likelihood that more than one piece of construction equipment would be in operation at the same time and lists the typical overall noise levels that would be expected for construction. The highest noise levels are expected to occur during the site preparation and finishing phases of construction. When considered as an entire process with multiple pieces of equipment, project-

related activity (i.e., ground clearing and site preparation) would generate noise levels between 78 and 89 dBA  $L_{eq}$  at 50 feet.

**Table 3.5-5  
Outdoor Construction Noise Levels**

<b>Construction Phase</b>	<b>Noise Level at 50 Feet (dBA)</b>
Ground Clearing	84
Site Preparation	89
Foundations	78
Structural	85
Finishing	89

Source: USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, 1971.

The impact analysis is based on the construction limits outlined in the LAMC. As discussed above, 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 at 50 feet unless technically infeasible. Noise levels from individual pieces of equipment would typically range from 72.5 to 90.3 dBA  $L_{eq}$  at 50 feet. Unmitigated noise levels would typically exceed the allowable noise level stated in the LAMC. The noise increase would be temporary and intermittent but nonetheless higher than the threshold. Mitigation Measures NOI-A through NOI-G are feasible measures to control noise levels. According to the Los Angeles CEQA Thresholds Guide, engine mufflers such as those that would be implemented with Mitigation Measure NOI-A, would reduce equipment noise levels by at least 3 dBA. Mitigation Measures NOI-B through NOI-G, although difficult to quantify, would also reduce and/or control construction noise levels. Construction noise impacts would be temporary and intermittent occurrences. Furthermore, implementation of Mitigation Measure NOI-D would establish a noise disturbance coordinator to handle any noise complaints and implement reasonable measures such that the complaint is resolved, and Mitigation Measure NOI-H provides a mechanism for additional noise control if construction activities are disruptive at Dorsey High School. With implementation of these feasible mitigation measures, and based on compliance with the LAMC, construction equipment noise would be mitigated to the greatest extent feasible. Therefore, implementation of Mitigation Measures NOI-A through NOI-H would ensure that the proposed project would result in a less than significant impact related to construction noise.

In addition to on-site construction activities, noise would be generated off-site by construction-related trucks and construction worker vehicles. Demolition and construction activities would require an average of 10 truck roundtrips per day, with a peak of 18 daily truck roundtrips occurring during one month for the infill of the pool pit. A doubling of traffic volume is typically needed to audibly increase noise levels along a roadway segment. An additional 10 truck roundtrips per day on average or 18 truck roundtrips during the peak period would not double the volume on any roadway segment. As such, it is not anticipated that off-site vehicle activity would audibly change average daily noise levels. Therefore, the proposed project would result in a less than significant impact related to off-site noise during construction.

**Operational Impacts**

The proposed project would include the development of a community front lawn with playground facilities and would not introduce new operational sources of noise. The playground would generate noise similar to the existing tennis courts and would not represent a new noise source. Furthermore, playground noise is not anticipated to be audible above existing traffic noise along Obama Boulevard due to the high existing noise level of 70.4 dBA  $L_{eq}$ . The landscaped areas would require occasional routine maintenance involving typical landscaping equipment, which would comply with the provisions of LAMC Section 112.04. Therefore, the proposed project would result in a less than significant impact related to operational noise.

**NOI-2:** *Would the project result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?*

**Construction Impacts**

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 slight damage at the highest levels. Typical vibration levels associated with relevant construction equipment are provided in Table 3.5-6.

**Table 3.5-6  
Vibration Velocities for Construction Equipment**

<b>Equipment</b>	<b>PPV at 25 feet (Inches/Second)</b>	<b>VdB at 25 feet (micro-inches/second)</b>
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Hoe Ram	0.089	87
Small Bulldozer	0.003	58

Source: FTA, *Transit Noise and Vibration Impact Assessment*, 2006.

The reference levels were used to estimate vibration levels at the sensitive receptors most likely to be impacted by equipment at each location of construction activity. Vibration levels are shown in Table 3.5-7 and discussed in detail for each construction phase.

**Table 3.5-7  
Estimated Vibration Levels**

Sensitive Receptor	Distance from Bulldozing Activity (Feet)	Vibration Level (Inches Per Second)	
		Inches/ Second <sup>a</sup>	VdB
Multi-Family Residences to the south	160	0.0055	63 <sup>b</sup>
Multi-Family Residences to the southwest	450	0.0012	49 <sup>b</sup>
Dorsey High School Track	300	0.0021	55 <sup>c</sup>
Dorsey High School nearest Classroom	550	0.0009	47 <sup>c</sup>

<sup>a</sup> Engineered concrete and masonry (no plaster) building damage impact criterion is 0.3 inches per second.

<sup>b</sup> The applicable annoyance impact criterion for residences experiencing frequent events (i.e., over 70 vibration events from the same source per day) is 72 VdB.

<sup>c</sup> The applicable annoyance impact criterion for institutional land uses experiencing frequent events (i.e., over 70 vibration events from the same source per day) is 75 VdB.

Source: TAHA, 2018.

The maximum vibration levels would be generated during large bulldozer and hoe ram activity. Vibration levels would be approximately 0.089 inches per second and 87 VdB at 25 feet. The nearest off-site sensitive land use would be approximately 160 feet to the south across Obama Boulevard. Large bulldozer and hoe ram vibration levels would be approximately 0.006 inches per second and 63 VdB. These levels would be below the significance thresholds of 0.3 inches per second and 72 VdB. Additionally, as shown in Table 3.5-7, vibration levels would not exceed the significance thresholds at any other off-site sensitive land use, including Dorsey High School.

In addition to on-site construction activities, construction trucks on the roadway network have the potential to expose vibration-sensitive land uses located near the proposed project access route. As shown in Table 3.5-6, loaded trucks generate vibration levels of 0.076 inches per second at a distance of 25 feet. Rubber-tired vehicles, including trucks, do not generate significant roadway vibrations that can cause building damage. It is possible that trucks would generate perceptible vibration at sensitive receptors adjacent to the roadway. However, these would be transient and instantaneous events typical to the roadway network. This level of activity is not considered substantial enough to generate a vibration annoyance. Therefore, construction truck activity would result in a less than significant vibration impact.

### **Operational Impacts**

The proposed project would not introduce any significant stationary sources of vibration, including mechanical equipment that would be perceptible at sensitive receptors. Therefore, operational activity would result in a less than significant impact related to vibration.

**NOI-3:** *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

### **Construction Impacts**

Construction activity would be temporary and would conclude at the completion of the approximately 12-month proposed project construction schedule. Therefore, construction of the

proposed project would result in no impact related to a permanent increase in ambient noise levels.

### **Operational Impacts**

As discussed above, operation of the proposed project would not generate new traffic or include a significant source of mechanical noise. Maintenance (i.e., landscaping) activities would comply with the provisions of LAMC Section 112.04 and would be similar to existing conditions. Therefore, the proposed project would result in no impact related to a permanent increase in ambient noise levels.

**NOI-4:** *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

### **Construction Impacts**

As discussed above, sensitive receptors around the construction zone would experience increased noise levels associated with construction. Construction noise impacts would be temporary in nature, but equipment noise levels would exceed the City thresholds of 75 dBA at 50 feet. Thus, implementation of Mitigation Measures NOI-A through NOI-H would be required to reduce construction equipment noise impacts. Based on compliance with the LAMC, construction equipment noise would be mitigated to the greatest extent feasible. Implementation of the Mitigation Measures NOI-A through NOI-H and adherence to existing regulations would ensure that construction noise impacts are less than significant.

### **Operational Impacts**

As discussed above, operation of the proposed project would not generate new traffic or include a significant source of mechanical noise. Maintenance (i.e., landscaping) activities would comply with the provisions of LAMC Section 112.04 and would be similar to existing conditions. Therefore, the proposed project would result in no impact related to a permanent increase in ambient noise levels.

## **3.5.4 Mitigation Measures**

**NOI-A:** Construction equipment shall be properly maintained and equipped with mufflers.

**NOI-B:** Construction equipment shall have rubber tires instead of tracks.

**NOI-C:** Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.

**NOI-D:** A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern.

**NOI-E:** The construction manager shall coordinate with the site administrator for Dorsey High School to schedule construction activity such that student exposure to noise is minimized.



- NOI-F:** The public shall be notified in advance of the location and dates of construction hours and activities.
- NOI-G:** Construction activities shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. when located within 500 feet of occupied sleeping quarters or other land uses sensitive to increased nighttime noise levels.
- NOI-H:** If Mitigation Measures NOI-A through NOI-G do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted (e.g., Mitigation Measure NOI-D).

### **3.5.5 Level of Significance After Mitigation**

Mitigation Measures NOI-A through NOI-G are designed to reduce construction noise levels. The equipment mufflers associated with Mitigation Measure NOI-A would reduce construction noise levels by approximately 3 dBA. Mitigation Measures NOI-B through NOI-G, although difficult to quantify, would also reduce and/or control construction noise levels. With implementation of these feasible mitigation measures, and based on compliance with the LAMC, construction equipment noise would be mitigated to the greatest extent feasible. Therefore, the proposed project would result in a less than significant impact related to construction noise.

## **3.6 TRANSPORTATION AND TRAFFIC**

This section evaluates the potential transportation and traffic impacts associated with the proposed project. The following analysis is based in part on the Traffic Technical Memorandum for Rancho Cienega Celes King III Pool Demolition Project, prepared by KOA Corporation. The Traffic Technical Memorandum is included as Appendix E of this EIR.

### **3.6.1 Environmental Setting**

The project site is located in the West Adams community of the City of Los Angeles. The project site is served by Obama Boulevard and Martin Luther King Jr. Boulevard to the south, La Brea Avenue to the west, Exposition Boulevard to the north, and Farmdale Avenue to the east. Regional access to the project area is provided via Interstate 10 and Interstate 405. The project study area and the study intersections were selected for traffic impact analysis because they are located along the primary routes within the local neighborhood and are likely to be used by construction trucks and worker vehicles for ingress to and egress from the project site during the construction phase. The locations of the study intersections within the study area are shown in Figure 3.6-1.

#### **Study Area Intersections**

Five study intersections in the project vicinity were selected for analysis. A detailed description of the characteristics of key roadways in the Project study area, including roadway classification, number of lanes, and speed limits, is included in Appendix E of the EIR.



Source: KOA, 2018



**Figure 3.6-1**  
**Project Site and Traffic Study Area**

### ***Study Intersections***

The study intersections selected for analysis include the following:

1. La Brea Avenue and Jefferson Boulevard
2. La Brea Avenue and Obama Boulevard
3. Martin Luther King Jr. Boulevard and Obama Boulevard
4. Farmdale Avenue and Obama Boulevard
5. Crenshaw Boulevard and Obama Boulevard

### *Existing Study Intersection Vehicle Volumes and Levels of Service*

The following discussion presents the existing peak hour vehicle volumes for each of the study intersections analyzed in the traffic study, describes the methodology used to assess the traffic conditions at the study intersections, and analyzes the resulting operating conditions at the study intersections, indicating the volume-to-capacity (V/C) ratio for signalized intersections, and the corresponding level of service (LOS).

#### Level of Service Methodology

For signalized intersections, the LOS is calculated as the volume of vehicles that pass through a facility divided by the capacity of that facility, which produces the V/C ratio. A facility is considered “at capacity” at a V/C ratio of 1.00 or greater, whereby extreme congestion occurs. This V/C ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating “capacity” of the roadway. Table 3.6-1 defines the LOS criteria for signalized intersections.

**Table 3.6-1  
Level of Service Definitions**

LOS	Flow Condition	Signalized V/C Ratio
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.	0.00 - 0.60
B	LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.	0.61 - 0.70
C	LOS C represents stable operations; however, the ability to maneuver and change lanes in mid-block locations may be more than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.	0.71 - 0.80
D	LOS D borders on a range in which small increases in flow may cause a substantial increase in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent for free-flow.	0.81 - 0.90
E	LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	0.91 - 1.00
F	LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.	Over 1.00

Source: KOA Corporation

#### *Existing Intersection Peak-Hour Level of Service*

An LOS analysis was conducted to determine the existing (2018) peak-hour conditions at the study intersections. Study intersection turn movement counts were conducted on a weekday during the morning and evening peak period (7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m.). These counts were collected in May 2018 and are provided in Appendix E of this EIR. The existing (2018) LOS conditions at the study intersections are shown in Table 3.6-2.

**Table 3.6-2  
Existing Peak Hour Intersection LOS**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	La Brea Avenue and Jefferson Boulevard	0.895	D	0.917	E
2	La Brea Avenue and Obama Boulevard	0.946	E	0.975	E
3	Martin Luther King Jr. Boulevard and Obama Boulevard	0.403	A	0.432	A
4	Farmdale Avenue and Obama Boulevard	0.407	A	0.454	A
5	Crenshaw Boulevard and Obama Boulevard	0.669	B	0.647	B

Note: LOS = Level of Service; V/C = volume-to-capacity ratio  
Source: KOA Corporation, July 2018.

As shown in Table 3.6-2, three of the five intersections are currently operating at LOS D or better during the a.m. and p.m. peak hours. The following intersections are operating at LOS E (poor operating conditions, nearing capacity) or LOS F (at/over capacity):

- La Brea Avenue & Jefferson Boulevard: Operating at LOS E in the p.m. peak hours.
- La Brea Avenue & Obama Boulevard: Operating at LOS E in the a.m. and p.m. peak hours.

**Existing Public Transit Service**

The Project study area is served by public transit bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Table 3.6-3 provides a summary of the transit lines that serve the Project corridors.

**Table 3.6-3  
Transit Service Summary**

Agency	Line	From	To	Via	Peak Frequency
Metro	Expo Line	Downtown Los Angeles	Culver City	--	12 Minutes
Metro	212/312	Hollywood	Hawthorne/Lennox Green Line Station	La Brea Avenue	10-12 Minutes
Metro	105	West Hollywood	Vernon	Obama Boulevard/MLK Boulevard	10-16 Minutes
Metro	38	Washington/Fairfax	Downtown Los Angeles	Jefferson Boulevard	12-24 Minutes
Metro	210	Redondo Beach	Hollywood	Crenshaw Boulevard	10-20 Minutes
Metro	705	West Hollywood	Vernon	Obama Boulevard/MLK Boulevard	10-20 Minutes
Metro	710	Redondo Beach	Hollywood	Crenshaw Boulevard	10-20 Minutes
Metro	740	West Adams	Redondo Beach	Crenshaw Boulevard/ La Brea Avenue	15 Minutes
LADOT	Crenshaw Dash	Neighborhood Circulator Shuttle		La Brea Avenue/ Crenshaw Boulevard/ Coliseum Street/Santa Rosalia Drive	20 Minutes

**Existing Bicycle and Pedestrian Facilities**

Striped and signed bicycle lanes are provided on Martin Luther King Jr. Boulevard, Exposition Boulevard, and Jefferson Boulevard in the project vicinity. There are no other formal bicycle facilities present in the study area. The Mobility Element of the General Plan identifies bicycle facilities improvements planned in the project area, including protected bicycle facilities along Obama Boulevard and Martin Luther King Jr. Boulevard, and Tier 2 and Tier 3 bicycle facilities

that would connect to existing bicycle facilities along Jefferson Boulevard, Exposition Boulevard, La Brea Avenue, and South Redondo Boulevard in the project vicinity.<sup>26,27</sup>

Existing pedestrian facilities serving the project site include sidewalks adjacent to the southern perimeter of the project site along Obama Boulevard and a north-south pedestrian path on the eastern perimeter of the project site that routes through the Rancho Cienega Sports Complex. Signed and striped crosswalks providing access across Obama Boulevard are located at the intersections of Martin Luther King Jr. Boulevard and Obama Boulevard and Rodeo Lane and Obama Boulevard. The Mobility Element of the General Plan identifies pedestrian improvements for arterial streets in the project vicinity, including Obama Boulevard, Jefferson Boulevard, La Brea Avenue, and Martin Luther King Jr. Boulevard. Identified as “Pedestrian Enhanced Districts,” the pedestrian improvements would provide better walking connections to and from the major destinations within communities.<sup>28</sup>

### **3.6.2 Regulatory Setting**

#### **State**

##### ***California Department of Transportation***

The California Department of Transportation manages state highways in California and has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of vehicles contained in Division 15 of the *California Vehicle Code*, and to issue encroachment permits for the use of California state highways for purposes other than normal transportation.

#### **Regional**

##### ***Los Angeles County Congestion Management Program***

The Los Angeles County Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority. The Los Angeles County CMP requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. The Los Angeles County CMP has also been developed to meet federal requirements for a Congestion Management System initially enacted in the *Intermodal Surface Transportation Efficiency Act of 1991*, and continued in the *Transportation Equity Act for the 21st Century* in 1998, and the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* in 2005.<sup>29</sup>

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<sup>26</sup> City of Los Angeles Department of City Planning, *Mobility Plan 2035*, adopted September 7, 2016, available at: <http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>, accessed July 26, 2018.

<sup>27</sup> City of Los Angeles Department of Transportation, *City of Los Angeles Active Transportation Projects*, available at: <http://bike.lacity.org/plan-your-trip/bicycle-maps/>, accessed July 28, 2018

<sup>28</sup> City of Los Angeles Department of City Planning, *Mobility Plan 2035*, adopted September 7, 2016, available at: <http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>, accessed July 26, 2018.

<sup>29</sup> Los Angeles County Metropolitan Transportation Authority, *2010 Congestion Management Program*, available at: [http://media.metro.net/docs/cmp\\_final\\_2010.pdf](http://media.metro.net/docs/cmp_final_2010.pdf), accessed July 26, 2018.

## Local

### ***City of Los Angeles Department of Transportation***

The City of Los Angeles Department of Transportation (LADOT) oversees transportation planning and manages the operation and maintenance of approximately 7,500 miles of roadways within the City of Los Angeles. Additionally, LADOT operates two bus lines, including the Downtown Area Short Hop (DASH) and Commuter Express lines, both of which feed into the countywide bus service lines provided by the Los Angeles County Metropolitan Transportation Authority. LADOT is also responsible for enforcing parking regulations throughout the City.

As part of its transportation planning functions, LADOT establishes thresholds for project-related traffic increases at intersections and roadway segments. These thresholds are discussed in Section 3.6.3, Environmental Impacts, below under the subheading “Determination of Traffic Impacts”.

### ***City of Los Angeles Mobility Plan 2035***

The Mobility Plan 2035 is the Mobility Element of the *City of Los Angeles General Plan* and provides goals, objectives, policies, and programs to continually meet the changing mobility, air quality, and health challenges faced by the City.<sup>30</sup> The Mobility Plan contains five overarching goals, including Safety First; Access for All Angelenos; World Class Infrastructure; Collaboration, Communication, and Informed Choices; and Clean Environments and Healthy Communities.

## 3.6.3 Environmental Impacts

### Methodology

The transportation and traffic impact analysis is based on the following approach:

- *Existing Conditions:* The analysis of existing traffic conditions provides the basis for the determination of impacts. The existing conditions analysis examines the baseline conditions of the year 2018 and includes an assessment of the streets and operating conditions of the area roadway network.
- *Future Without Project Conditions:* Future traffic conditions are projected without the proposed project during the peak phase of construction, which would occur in the year 2021. The future baseline conditions were determined by applying an ambient growth rate of one percent per year to existing conditions to provide an estimate of regional traffic growth plus trips expected to be generated by other development projects in the area. Future baseline conditions for the study intersections and roadway segments were calculated based on the application of the traffic growth rate.
- *Existing Plus Project Conditions:* Per the rulings of the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* and *Neighbors for Smart Rail v. Exposition*

<sup>30</sup> City of Los Angeles Department of City Planning, *Mobility Plan 2035*, adopted September 7, 2016, available at: <http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>, accessed July 26, 2018.



*Metro Rail Construction Authority* court cases, an Existing Plus Project scenario analyzes project impacts under current baseline conditions.

- *Future With Project Conditions*: This is an analysis of the future study area traffic conditions with project construction. The traffic volumes for this scenario were derived by adding the project construction peak period (year 2021) trips to the future baseline traffic volumes estimated in the Future Without Project conditions.

The proposed project would demolish an existing building and convert the site to a community lawn and playground facilities, and would only generate temporary traffic trips associated with project construction. Upon completion of construction activities, the project site would operate similarly to existing conditions in the surrounding area, and would not generate any new traffic trips. Therefore, the analysis of transportation and traffic impacts is focused on potential impacts resulting from construction of the proposed project.

### **Thresholds of Significance**

As part of the Initial Study (see Appendix A), it was determined that the proposed project would not conflict with an applicable congestion management program, result in a change in air traffic patterns; increased hazards due to a design feature; inadequate emergency access; or conflict with adopted policies, plans, or programs supporting alternative transportation. Accordingly, these issues are not further analyzed in detail in the EIR. Impact summaries for these issues are provided in Section 4.2, Impact Overview, of this EIR.

In accordance with Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on transportation and traffic if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

### **Determination of Traffic Impacts**

#### ***Study Intersections***

Traffic impacts are identified if the proposed project would result in a significant change in traffic conditions at the study intersections. A significant impact is typically identified if project-related traffic would cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below an acceptable LOS and project traffic would cause a further decline below a certain threshold. LADOT has established specific thresholds for project-related increases in the V/C ratio of signalized study intersections. Table 3.6-4 shows the increase in peak-hour V/C ratios that would result in significant impacts.

**Table 3.6-4  
Significant Traffic Impact Thresholds for Signalized Study Intersections**

<b>LOS</b>	<b>Final V/C<sup>a</sup></b>	<b>Project-Related V/C Increase</b>
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

<sup>a</sup>. Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without the implementation of traffic impact mitigation, if any.  
Source: LADOT, *Transportation Impact Study Guidelines*, December 2016.

**Los Angeles County Congestion Management Program**

The CMP for Los Angeles County requires that the traffic impact of individual projects of potential regional significance be analyzed. A specific system of arterial roadways and all freeways comprises the CMP system. In accordance with the CMP Transportation Impact Analysis Guidelines, a traffic impact analysis is conducted for the following scenarios:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project would add 50 or more vehicle trips during either the morning or evening weekday peak hours; and
- At CMP mainline freeway monitoring locations where the project would add 150 more trips in either direction during either the morning or evening weekday peak hours.

The County of Los Angeles CMP level of significance thresholds are not intended to be applied to construction activities.

**Impact Analysis**

**TRA-1:** *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Construction of the proposed project is anticipated to begin in December 2020 and last for approximately 12 months. Construction truck and worker vehicle trip generation would peak during the infill of the pool, which would last for approximately one month.

**Future Without Project Conditions**

Impacts to the project study area intersections were determined by comparing the Future Without Project conditions to the Future With Project conditions. Construction activities for the proposed project would primarily occur in the year 2021, and therefore, would peak in the year 2021. As such, the future analysis year is defined as the year 2021. In order to forecast year 2021 traffic volumes, existing (year 2018) peak hour volumes were increased by a conservative growth rate of one percent per year. General area development trends were considered in the definition of this growth rate, including planned related projects in the study area identified by records maintained by the LADOT Development Review Department. A list of the related

projects considered in this analysis is included in Chapter 4, Impact Overview, Section 4.3, Cumulative Impacts, of this EIR.

Table 3.6-5 shows the Future Without Project peak hour conditions at the study intersections. As shown in Table 3.6-5, three of the five study intersections would operate at LOS D or better during both the morning and evening peak hours in the Future Without Project scenario. The following intersections would operate at LOS E (poor operating conditions, nearing capacity) and LOS F (at/over capacity):

- La Brea & Jefferson Boulevard - operating at LOS E in the morning peak hours and LOS F in the evening peak hours.
- La Brea Avenue & Obama Boulevard - operating at LOS F in the morning and evening peak hours.

**Table 3.6-5  
Future without Project Peak Hour Intersection LOS**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	La Brea Avenue and Jefferson Boulevard	0.990	E	1.027	F
2	La Brea Avenue and Obama Boulevard	1.077	F	1.117	F
3	Martin Luther King Jr. Boulevard and Obama Boulevard	0.463	A	0.538	A
4	Farmdale Avenue and Obama Boulevard	0.421	A	0.470	A
5	Crenshaw Boulevard and Obama Boulevard	0.843	D	0.854	D

Note: LOS = Level of Service; V/C = volume-to-capacity ratio

Source: KOA Corporation, March 2019.

### **Construction Trip Generation**

Construction trip generation calculation included construction truck trip estimates and construction worker vehicle trips. The construction trip generation total was determined based on the period of construction that would generate the highest number of combined (truck and worker) trips. Truck volumes were multiplied by a factor of 2.5 to estimate the number of passenger car equivalent trips, consistent with truck studies in the project area. A total of 20 workers are estimated to be at the project site during construction activities. To evaluate a conservative scenario for construction trip generation of the proposed project, it is assumed that each worker would drive to and from the work areas with 50 percent arriving and departing during peak periods.

Demolition and construction activities would last approximately 12 months from December 2020 to December 2021. A maximum of 18 round truck trips would occur per day, including 10 trips by delivery trucks and 8 trips by soil import trucks. During the project construction period, truck trips would occur over an eight-hour period that begins during the a.m. peak hour and is completed during the p.m. peak hour. The truck trips can be divided into materials delivery trips, which will transport materials to and from the site, and soil import trips, which will bring soil to the site to fill the pool pit.

The weekday peak-hour trip generation calculations for the project construction activities are provided in Table 3.6-6. The total daily trips shown in Table 3.6-6 represent inbound and outbound trips by both the construction personnel vehicles and construction trucks.

**Table 3.6-6  
Proposed Project Construction Trip Generation**

Average Daily Trips		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Worker Trips	20	10	0	0	10
Materials Delivery <sup>a</sup>	50	4	4	4	4
Soil Import <sup>a</sup>	40	3	3	3	3
<b>Total Trips</b>	<b>110</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>17</b>

<sup>a</sup> Truck trips include a Passenger Car Equivalency (PCE) factor of 2.5.  
 Note: An average of 10 daily delivery truck roundtrips and 8 daily soil import truck trips would occur during the most intense construction period. Daily totals were multiplied by the PCE factor.  
 Source: KOA Corporation, March 2019.

As shown in Table 3.6-6, construction of the proposed project is estimated to generate a total of 110 daily weekday vehicle trips, including 24 morning peak hour trips and 24 evening peak hour trips. The morning peak hour would generate 17 inbound trips and 7 outbound trips, and the evening peak hour would generate 7 inbound trips and 17 outbound trips.

**Existing Plus Project Conditions**

The Existing Plus Project scenario examines the existing traffic conditions in the study area with the addition of project-generated traffic. This analysis is included to determine the project impacts to existing conditions. The determination of project impacts to the future (year 2021) conditions is discussed in the Future With Project conditions scenario below.

Table 3.6-7 shows the Existing Plus Project construction peak hour conditions at the study intersections. As shown, three of the five intersections are currently operating at LOS D or better during the morning and evening peak hours. The following intersections are currently operating at LOS E (poor operating conditions, nearing capacity):

- La Brea Avenue & Jefferson Boulevard - operating at LOS E in the evening peak hours.
- La Brea Avenue & Obama Boulevard - operating at LOS E in the morning and evening peak hours.

As defined by LADOT, the threshold for significant impacts at a signalized intersection with LOS E is an increase of 0.01 or more in the V/C ratio. The increase in the V/C ratio for the intersection of La Brea Avenue and Jefferson Boulevard in the evening peak hour with the addition of project construction trips would be 0.001, which is below the established threshold. The increase in the V/C ratio for the intersection of La Brea Avenue and Obama Boulevard in the morning and evening peak hours with the addition of project construction trips would be 0.002, which is below the established threshold. As impacts at the study intersections would not exceed the specific thresholds established by LADOT for project-related increases in the V/C ratio, impacts would be less than significant under the Existing Plus Project scenario.

**Table 3.6-7  
Existing Plus Project Peak Hour Intersection LOS**

No.	Intersection	Peak Hour	Existing Year 2018 Conditions		Existing Plus Project Conditions		Change in V/C	Sig. Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1	La Brea Avenue and Jefferson Boulevard	AM	0.895	D	0.896	D	0.001	No
		PM	0.917	E	0.918	E	0.001	No
2	La Brea Avenue and Obama Boulevard	AM	0.946	E	0.948	E	0.002	No
		PM	0.975	E	0.977	E	0.002	No
3	Martin Luther King Jr. Boulevard and Obama Boulevard	AM	0.403	A	0.405	A	0.002	No
		PM	0.432	A	0.432	A	0.000	No
4	Farmdale Avenue and Obama Boulevard	AM	0.407	A	0.412	A	0.005	No
		PM	0.454	A	0.456	A	0.002	No
5	Crenshaw Boulevard and Obama Boulevard	AM	0.669	B	0.671	B	0.002	No
		PM	0.647	B	0.650	B	0.003	No

Note: LOS = Level of Service; v/c = volume-to-capacity ratio  
Source: KOA Corporation, March 2019.

### ***Future With Project Conditions***

The Future With Project scenario examines the potential temporary impacts due to construction activities on the study area intersections during the Future With Project conditions. The traffic volumes for this scenario were derived by adding the project construction period trips to the analyzed Future Without Project scenario traffic volumes. The addition of project construction trips represents the peak activity during the construction period. Daily traffic would return to the future without project conditions after construction is completed.

Table 3.6-8 shows the Future With Project construction peak hour conditions at the study intersections. As shown in Table 3.6-8, three of the five the study intersections would operate at LOS C or better during both the morning and evening peak hours in the Future With Project scenario. The following intersections would operate at LOS E (poor operating conditions, nearing capacity) and LOS F (at/over capacity):

- La Brea & Jefferson Boulevard - operating at LOS E in the morning peak hours and LOS F in the evening peak hours.
- La Brea Avenue & Obama Boulevard - operating at LOS F in the morning and evening peak hours.

As shown in Table 3.6-8, the addition of project construction traffic would result in V/C ratio changes of less than 0.010 at the intersections of La Brea Avenue and Jefferson Boulevard and La Brea Avenue and Obama Boulevard. Therefore, impacts at the study intersections would be less than significant under the Future With Project scenario.

**Table 3.6-8  
Future With Project Peak Hour Intersection LOS**

No.	Intersection	Peak Hour	Future Year 2021 Conditions		Future With Project Conditions		Change in V/C	Sig. Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1	La Brea Avenue and Jefferson Boulevard	AM	0.990	E	0.991	E	0.001	No
		PM	1.027	F	1.027	F	0.000	No
2	La Brea Avenue and Obama Boulevard	AM	1.077	F	1.079	F	0.002	No
		PM	1.117	F	1.119	F	0.002	No
3	Martin Luther King Jr. Boulevard and Obama Boulevard	AM	0.463	A	0.466	A	0.003	No
		PM	0.538	A	0.539	A	0.001	No
4	Farmdale Avenue and Obama Boulevard	AM	0.421	A	0.426	A	0.005	No
		PM	0.470	A	0.472	A	0.002	No
5	Crenshaw Boulevard and Obama Boulevard	AM	0.843	D	0.845	D	0.002	No
		PM	0.854	D	0.858	D	0.004	No

Note: LOS = Level of Service; v/c = volume-to-capacity ratio  
Source: KOA Corporation, March 2019.

### **3.6.4 Mitigation Measures**

Implementation of the proposed project would not have the potential to result in a significant environmental impact related to transportation and traffic. No mitigation measures would be required.

### **3.6.5 Level of Significance After Mitigation**

Impacts related to transportation and traffic would be less than significant without mitigation.



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## 3.7 TRIBAL CULTURAL RESOURCES

This section evaluates the potential impacts of the proposed project to tribal cultural resources. The applicable laws, regulations, and methods used to determine the effects of the proposed project on tribal cultural resources are largely the same as those applied to historic and archaeological resources, as described in Section 3.2, Cultural Resources, subsection 3.2.2. The following analysis is based in part on the Cultural Resources Assessment prepared for the project, which is included as Appendix C of this EIR.

### 3.7.1 Environmental Setting

The project site is located in the southeast quadrant of the Rancho Cienega Sports Complex at 5001 Obama Boulevard in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. Generally, the Rancho Cienega Sports Complex is bounded by the Los Angeles County Metropolitan Transportation Authority Expo Line light rail transit system to the north (along Exposition Boulevard), Dorsey High School to the east, residential land uses to the south across Obama Boulevard, and commercial uses to the west. The project site is bounded by a paved surface parking lot to the west, a tennis shop approved for demolition to the north, tennis courts to the east, and Obama Boulevard to the south. The Area of Potential Effects (APE) for this project is limited to the project footprint, including all areas of ground disturbance. The vertical extent of the APE accounts for proposed grading and excavation activities, which will descend up to 13 feet below the existing ground surface.

### Existing Cultural Resources

#### *Previous Cultural Resources Survey and Archival Records Search*

As discussed in Section 3.2, Cultural Resources, a cultural resources study for the *Rancho Cienega Sports Complex Project* investigated an APE that encompassed the entire Rancho Cienega Sports Complex, including the current project site (AECOM 2015). The previous cultural resources study included a cultural resources records search at the South Central Coastal Information Center, Native American contact program and Sacred Land files search, additional archival research, pedestrian survey, and paleontological records search. The Celes King III Indoor Pool was found eligible under Criterion 3 of the California Register of Historical Resources for its distinctive modern design for a civic building in Los Angeles, and is considered a historical resource as defined in California Code of Regulations Section 15064.5. The archival research indicates that five prehistoric sites, including one burial site, are located less than 0.5-mile west of the project site, and excavations near the project site extending into older Quaternary alluvium have encountered significant vertebrate fossils. However, no archaeological resources were identified in the APE.

#### *Sacred Land Files Search and Native American Contact Program*

A Native American Sacred Lands File search and contact program were conducted to inform interested parties of the proposed project and to request any information that may indicate an impact to cultural resources within the project area. The program involved contacting Native American representatives identified by the Native American Heritage Commission (NAHC) and individuals and groups known to have knowledge about the project area, in order to solicit comments and concerns regarding the project.

A letter was prepared and mailed to NAHC on May 21, 2018. The letter requested that a Sacred Lands File check be conducted for the proposed project and that contact information be provided for Native American groups or individuals that may have concerns about cultural resources in the project area. The NAHC responded with a letter via email on May 30, 2018. The letter indicated that a Sacred Lands File search had been conducted with negative results. The letter also included an attached list of Native American contacts whom it indicated may have information about Native American cultural resources within the project area. Representatives for these tribes were then subsequently contacted with a letter mailed on June 6, 2018, that contained information regarding the project and a map depicting the APE. Follow-up phone calls were made to each of these parties on July 18, 2018. The purpose of the Sacred Lands File check and Native American contact was to identify Native American sacred sites and potential tribal cultural resources located within the Project vicinity. Two tribes responded to the letter, and an additional two tribes commented in the course of follow-up calls. A tribal representative from the Gabrieleno Band of Mission Indians – Kizh Nation requested direct government-to-government consultation. A tribal representative from the Gabrielino Tongva Indians of California Tribal Council requested direct government-to-government consultation, as well as an archaeological monitor and a tribal monitor be present during ground-disturbing activities. A tribal representative from the Gabrielino/Tongva San Gabriel Band of Mission Indians recommended Native American monitoring, requesting a member of their tribe be used as a monitor, and requested government-to-government consultation.

### **3.7.2 Regulatory Setting**

#### **Federal**

##### ***National Historic Preservation Act***

The National Historic Preservation Act established the National Register of Historic Places (NRHP) to recognize resources associated with the country's history and heritage. Criteria for listing on the NRHP pursuant to Title 26, Part 63 of the Code of Federal Regulations are: significance in American history, architecture, archaeology, engineering, and culture as presented in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are either: (a) associated with events that have made a significant contribution to the broad patterns of our history; (b) associated with the lives of persons significant in our past; (c) embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or (d) have yielded, or may be likely to yield information important to history or prehistory. Criterion (d) is usually reserved for archaeological resources. Properties eligible for the NRHP must be of sufficient age, be proven through scholarship to meet at least one of the significance criteria, and exhibit integrity of the features, elements, and/or informational value which provides the property its documented historical or archaeological significance. Additionally, Section 101(d)(6)(A) of the National Historic Preservation Act allows properties of traditional religious and cultural importance to a tribe to be determined eligible for inclusion on the NRHP.

## State

### ***Assembly Bill 52***

The intent of Assembly Bill (AB) 52 is to “set forth a process and scope that clarifies California tribal government involvement in the CEQA process, including specific requirements and timing for lead agencies to consult with tribes on avoiding or mitigating impacts to tribal cultural resources.” It applies to projects with Notice of Preparations or Notice of Negative Declaration/Mitigated Negative Declarations released on or after July 1, 2015.

AB 52 defines tribal cultural resources, amends Appendix G of the CEQA Guidelines to include a separate section for tribal cultural resources, and created a formal requirement for consultation with California Native American Tribes in the CEQA process. Pursuant to Public Resources Code Section 21080.3.2, Tribal Governments can request consultation with a lead agency and give input regarding potential impacts to tribal cultural resources before the agency decides what type of environmental review is necessary for a project. The Public Resources Code further requires avoiding damage to tribal cultural resources, if feasible. If not, lead agencies must mitigate impacts to tribal cultural resources to the extent feasible.

Section 21074 of the Public Resources Code defines “tribal cultural resources” as a resource that is either of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
  - a. A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
  - b. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

### ***California Register of Historical Resources***

The California Register of Historic Resources (CRHR) was created to identify historical resources deemed worthy of preservation on a state level and was modeled closely after the NRHP. The criteria are nearly identical to those of the NRHP but focus on resources of

statewide, rather than national, significance. The CRHR automatically includes any resource listed, or formally designated as eligible for listing on the NRHP, including tribal resources. The State Historic Preservation Officer maintains the CRHR, which may also include properties designated under local ordinance or identified through local historical resources surveys that meet CRHR eligibility criteria.

## Local

### ***City of Los Angeles General Plan***

The City of Los Angeles General Plan Conservation Element includes goals, objectives, and policies related to cultural resources, including archaeological and historical conservation and preservation. The objective in the City's General Plan related to archaeological resources is to "protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes." The objective in the City's General Plan related to cultural and historical resources is to "protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes."<sup>31</sup>

### **3.7.3 Environmental Impacts**

#### **Thresholds of Significance**

In accordance with Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on tribal cultural resources if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resources, 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:
  - 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); and/or
  - 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.

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<sup>31</sup> *City of Los Angeles Department of Planning, 2001, Conservation Element of the City of Los Angeles General Plan, available at: <https://planning.lacity.org/cwd/gnpln/consvelt.pdf>, accessed June 28, 2017*

## Impact Analysis

**TCR-1:** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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)?*

### **Construction Impacts**

Construction of the proposed project would include earth-disturbing activities, such as grading. No archaeological resources were identified in the APE and no resources of Native American origin were identified for the project site based on the Sacred Lands File search conducted by the NAHC, archival research, or consultation with Native American tribal representatives. Other than the Celes King III Pool building, no cultural resources at the site are listed or eligible for listing in the California Register of Historic Resources. Should any tribal cultural resources be identified during ongoing Native American consultation pursuant to AB 52, the City would consult with appropriate tribal representatives and incorporate a monitoring program for the proposed project. Ongoing Native American consultation would ensure that impacts to previously unidentified tribal cultural resources would remain less than significant.

### **Operational Impacts**

During operation, the project site would include a community front lawn with playground facilities. Potential impacts to tribal cultural resources could only occur during construction of the proposed project. Therefore, no impacts to tribal cultural resources would occur during operation of the proposed project.

**TCR-2:** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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 the Public Resources Code Section 5024.1?*

### **Construction Impacts**

Construction of the proposed project would include earth-disturbing activities, such as grading. No archaeological resources were identified in the APE and no resources of Native American origin were identified for the project site based on the Sacred Lands File search conducted by the NAHC, archival research, or consultation with Native American tribal representatives. California Native American tribes contacted for AB 52 consultation expressed concern that the project area is sensitive for cultural resources. Two tribal representatives requested that a Native American monitor be present during ground-disturbing activities.

To minimize impacts to potentially significant tribal cultural resources at the project site, mitigation measure TCR-A would be implemented during construction and would include a Native American monitor on-site on an as-needed basis. With the implementation of mitigation measure TCR-A, and ongoing consultation with Native American representatives, impacts to tribal cultural resources would be less than significant.

### ***Operational Impacts***

During operation, the project site would include a community front lawn with playground facilities. Potential impacts to tribal cultural resources could only occur during construction of the proposed project. Therefore, no impacts to tribal cultural resources would occur during operation of the proposed project.

#### **3.7.4 Mitigation Measures**

**TCR-A:** A trained Native American consultant or consultants shall be engaged to monitor ground-disturbing work in the area containing the Native American cultural resources. The consultant or consultants shall be selected from the interested Native American parties who consulted on the project, which include the Gabrieleno Band of Mission Indians – Kizh Nation and the Gabrieleno Tongva Indians of California Tribal Council, as of the date of this document. This monitoring shall occur on an as-needed basis as determined by BOE in consultation with interested tribes, and shall be intended to ensure that Native American concerns are taken into account during the construction process. The Native American consultant will report findings to BOE or its archaeological consultant, which will disseminate the information to the consulting Native American parties. The Native American parties identified by the NAHC shall be consulted regarding the treatment and final disposition of any materials of Native American origin found during the course of the project, if any, and will assist BOE in determining whether these materials constitute tribal cultural resources.

#### **3.7.5 Level of Significance After Mitigation**

Implementation of mitigation measure TCR-A would ensure that construction impacts to tribal cultural resources remain less than significant.

## **4.0 IMPACT OVERVIEW**

This chapter provides an overview of the environmental effects of the proposed project, including significant unavoidable adverse impacts, impacts not found to be significant, cumulative impacts, significant irreversible environmental changes, and growth-inducing impacts. Cross-references are made throughout this chapter to other chapters of the EIR where more detailed discussions of the impacts of the project can be found.

### **4.1 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

This chapter is prepared in accordance with Section 15126.2(b) of the CEQA Guidelines, which requires the discussion of any significant environmental effects that cannot be avoided if a project is implemented. These include impacts that can be mitigated, but cannot be reduced to a less than significant level. An analysis of environmental impacts caused by the proposed project has been conducted and is contained in Chapter 3 of this EIR. Seven environmental issue areas were analyzed in detail in Chapter 3. According to the environmental impact analysis, the proposed project would result in significant and unavoidable adverse impacts related to cultural resources (Section 3.2 Cultural Resources).

#### **4.1.1 Cultural Resources**

As discussed in Section 3.2, Cultural Resources, demolition of the Celes King III Pool would cause a substantial adverse change to the historical resource by the removal of all of its features. Mitigation Measures CR-A and CR-B would be implemented to record and document the historic pool structure and require the development of a display of the history of the structure for public exhibition. However, even with implementation of Mitigation Measures CR-A and CR-B, demolition of the existing Celes King III Pool would result in a substantial adverse change to the historical resource that could not be fully mitigated. Therefore, construction of the proposed project would result in a significant and unavoidable impact to the historical resource.

### **4.2 EFFECTS NOT FOUND TO BE SIGNIFICANT**

Section 15128 of the CEQA Guidelines requires the identification of impacts of a project that were determined not to be significant and that were not discussed in detail in an impacts section of the EIR. These issues were eliminated from further review during the Initial Study process (see Appendix A). The following section presents a brief discussion of environmental issues that were not found to be significant (i.e., a No Impact or Less Than Significant Impact determination was made in the Initial Study) for the proposed project, including aesthetics; agriculture and forestry resources; air quality (operational emissions/objectionable odors); biological resources; geology and soils; greenhouse gas emissions (operational emissions); hazards and hazardous materials (hazardous materials sites/public airport safety hazard/private airstrip safety hazard/wildland fires); hydrology and water quality; land use and planning; mineral resources; noise (noise related to public airports and private airstrips); population and housing; public services; recreation; transportation and traffic (congestion management program/changes in air traffic patterns/hazards due to design feature or incompatible uses/emergency access/alternative transportation); and utilities and service systems.



### 4.2.1 Aesthetics

The *West Adams-Baldwin Hills-Leimert Community Plan* does not delineate or designate any specific views as scenic vistas within the project area.<sup>32</sup> The project area is located within an urban setting and is bounded by the Metro Expo Line light rail transit system to the north, Dorsey High School to the east, residential housing to the south across Obama Boulevard, and commercial uses to the west. The project site is currently developed with an indoor pool building. Construction of the proposed project would result in short-term impacts to aesthetics due to the presence of construction equipment and materials in the visual landscape; however, the project site is not located within a scenic vista. During operation, the proposed project would include a community lawn with landscaping and a playground area, consistent with the current visual elements of the project area. Therefore, no impacts related to scenic vistas would occur.

The Celes King III Pool is identified as a historic resource; however, the project site is not located along or near a designated California Scenic Highway or locally designated scenic highway.<sup>33</sup> The proposed project would occur within the boundaries of the existing Celes King III Pool. The nearest designated scenic highway is Route 110, also known as the Arroyo Seco Historic Parkway, which is located approximately 8.9 miles northeast of the project site. State Highway 1 (Pacific Coast Highway) is located approximately 6 miles southwest of the project site and is an eligible California Scenic Highway. Additionally, a portion of Obama Boulevard, located approximately 0.28-miles west of the project site, is a locally designated scenic highway in the *West Adams-Baldwin Hills-Leimert Community Plan*.<sup>34</sup> However, the project site is not visible from the portion of Obama Boulevard which is locally designated as a scenic highway. Additionally, no scenic resources such as groves of trees or rock outcroppings are located on the project site. Therefore, no impacts related to scenic resources would occur.

The proposed project would be consistent with Chapter 3, Land Use & Urban Design, of the *West Adams-Baldwin Hills-Leimert Community Plan*. As discussed in the plan, the focus of the plan is on “elimination of urban decay through the revitalization of underutilized opportunity sites; conserving prevailing neighborhood character; making walking, bicycling, and public transportation convenient, safe, and enjoyable, and providing strategies to fuse previously disconnected neighborhoods together, socially, culturally, as well as structurally.”<sup>35</sup> The proposed project would adhere to the design guidelines discussed in the *West Adams-Baldwin Hills-Leimert Community Plan* by utilizing the project site as an additional playground area because the existing Celes King III Pool no longer meets the standards for competition pools and a new indoor pool facility would be built as part of the approved *Rancho Cienega Sports Complex Project*. The proposed project has the potential for short-term aesthetic effects during construction activities due to construction equipment and materials on-site. These effects would be temporary and occur within the project site boundaries. Therefore, less than significant impacts related to visual character would occur.

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<sup>32</sup> City of Los Angeles, Department of City Planning. *West Adams-Baldwin Hills-Leimert Community Plan*. Available at: <https://planning.lacity.org/complan/pdf/wadcptxt.pdf>, accessed August 6, 2018

<sup>33</sup> City of Los Angeles, Department of City Planning. *General Plan, Mobility Plan 2035*. 2016. Available at: <https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>, accessed August 6, 2018

<sup>34</sup> City of Los Angeles, Department of City Planning. *West Adams-Baldwin Hills-Leimert Community Plan*. Available at: <https://planning.lacity.org/complan/pdf/wadcptxt.pdf>, accessed August 6, 2018

<sup>35</sup> *Ibid.*

The project site is currently illuminated by existing lighting on-site, existing lighting within the Rancho Cienega Sports Complex, and adjacent street lights along Obama Boulevard to the south. Project construction would occur during daylight hours, and therefore, would not require nighttime lighting. The proposed project would include installation of new security lighting in the community lawn and playground area, which would operate regularly, similar to existing on-site lighting. The nighttime lighting fixtures that would be installed would direct the light to within the landscaped and playground area, and no spillover impacts would occur at surrounding properties. Therefore, no impact would occur related to a substantial source of light or glare that would result in adverse effects to day/nighttime views of the area.

#### **4.2.2 Agriculture and Forestry Resources**

No prime or unique farmland, or farmland of statewide importance exists within the project area or vicinity.<sup>36</sup> Additionally, no land on or near the project site is zoned for or contains agricultural uses. As the City of Los Angeles does not participate in the Williamson Act, there are no Williamson Act properties within the project site.<sup>37</sup> The project site is zoned OS (Open Space).<sup>38</sup> The OS Zone allows for natural resource preserves for the managed production of resources, including forest lands.<sup>39</sup> However, there are no forest land or timberland areas in the vicinity of the project. Therefore, no impact to agriculture and forestry resources would occur.

#### **4.2.3 Air Quality – Objectionable Odors/Operational Emissions**

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. Such odors may be a temporary source of nuisance to adjacent uses; however, odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The odors would be typical of most construction sites and temporary in nature, and would not be considered a significant environmental impact. Operation of the proposed project would not add any new odor sources. As a result, the proposed project's construction and operational activities would not create objectionable odors affecting a substantial number of people. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

During operation, the proposed project would be a passive use consisting of a community front lawn with playground facilities. No long-term air quality impacts are anticipated. Therefore, the proposed project would result in a less than significant impact related to operational emissions.

#### **4.2.4 Biological Resources**

The project site is located in the heavily-urbanized West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles, and is currently developed with the Celes King III Pool. The proposed project would involve demolition and construction within the existing boundary of the Celes King III Pool and no native vegetation exists within the project site. As such, there

<sup>36</sup> California Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/> accessed August 6, 2018

<sup>37</sup> California Department of Conservation, Division of Land Resource Protection. Williamson Act Program. Williamson Act Maps in PDF Format, Los Angeles County Williamson Act FY 2015/2016 Map. Available at: [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA\\_15\\_16\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf), accessed August 6, 2018

<sup>38</sup> City of Los Angeles, Department of City Planning. Zoning Information and Map Access System (ZIMAS). Available at: <http://zimas.lacity.org/>, accessed August 6, 2018

<sup>39</sup> City of Los Angeles, City Council. Municipal Code. Section 12.04.05(B)(a)(ii)

would be no direct impacts to sensitive plants, wildlife, or vegetation communities. Furthermore, it is not anticipated that any trees would be removed to accommodate project construction. However, temporary indirect impacts to nesting birds in the vicinity of the project site could occur as a result of noise and dust generated during construction. Disturbances related to construction could result in changes in bird behavior, including nest abandonment or decreased feeding frequency, leading to increased nestling mortality. By avoiding vegetation removal during the nesting bird season or conducting pre-construction surveys to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code, indirect impacts to nesting birds would be less than significant.

As previously discussed, the project site is located in a heavily-urbanized community of the City of Los Angeles and no natural vegetation communities occur on-site. No sensitive communities or surface drainages occur within the project site.<sup>40,41</sup> Additionally, the project site does not coincide with the boundaries of any adopted Habitat Conservation Plan or Natural Community Conservation Plan.<sup>42</sup> Therefore, no impacts would occur related to sensitive natural community, riparian habitat, federal- or state-protected wetlands, or conflict with an approved conservation plan.

The project site is not within an established wildlife corridor, and the proposed project would not interfere with the movement of any native wildlife species. As a result, the proposed project would not interfere with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, and would not impede the use of native wildlife nursery sites. Direct impacts are not anticipated. Additionally, no trees exist within the project site; however, nesting birds may avoid the project vicinity due to increased levels of noise or dust during construction. By avoiding vegetation removal during the nesting bird season or conducting pre-construction surveys to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code, indirect impacts to nesting birds would be less than significant.

Native tree species that measure four inches or more in cumulative diameter, four and one-half feet above the ground, including native oak (*Quercus* spp.), southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*), are protected by the Los Angeles Municipal Code. Any tree grown or held for sale by a nursery, or trees planted or grown as part of a tree planting program, are not included in the definition of a protected tree. Should any of the species listed above that meet the size requirements need to be removed, relocated, or replaced, the proposed project would comply with the City's protected tree ordinance. The City of Los Angeles Board of Public Works tree removal policy requires replacing street trees at a two-to-one ratio for trees that are removed from the right-of-way. Los Angeles Recreation and Parks (LARAP) also has a tree replacement policy that can be found within the LARAP's Tree Care Manual. The LARAP tree replacement policy requires "whenever trees are removed, the existing trees' aggregate diameter, measures at breast height shall be replacement at an equal or greater rate of caliper

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<sup>40</sup> California Department of Fish and Wildlife (CDFW). California Natural Diversity Database (CNDDB). Full report for Hollywood, Beverly Hills, Burbank, Inglewood, Los Angeles, Pasadena, South Gate, Van Nuys, and Venice Quadrangles. Available at: <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>, accessed August 6, 2018.

<sup>41</sup> U.S. Fish and Wildlife Service, National Wetlands Inventory. Available at: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed August 6, 2018.

<sup>42</sup> California Department of Fish and Wildlife. California Regional Conservation Plans. October 2017. Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed August 6, 2018.

of new trees."<sup>43</sup> It is not anticipated that any trees would be removed to accommodate project construction. However, should any trees require removal, the proposed project would comply with the City's tree removal policies related to protected trees and replacing street trees. Therefore, impacts related to conflict with local policies or ordinances, including tree preservation policies, would be less than significant.

#### 4.2.5 Geology and Soils

The project site is not located within a State of California Earthquake Fault Zone/Alquist-Priolo Special Study Zone.<sup>44</sup> The project site is located in a seismically active area, as is most of southern California. The Newport-Inglewood fault is the closest fault to the project site and is located approximately 1.3 miles southwest of the site. Additionally, an active trace of the Newport-Inglewood fault may be within approximately 0.5-miles from the southwest portion of the project site. However, no active faults are known to cross the project site. Following demolition of the Celes King III Pool, the project site would be graded, landscaped, and converted to a community front lawn and playground area. The proposed project does not include the construction of any habitable structures. The proposed project would not expose people or structures to potential adverse effects from the rupture of a known earthquake fault, or strong seismic ground shaking. No impact would occur.

The project site is located within a state- and City-designated liquefaction area.<sup>45,46</sup> However, the proposed project does not propose to construct any structures that would be susceptible to liquefaction. All demolition and construction work would adhere to the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to liquefaction criteria. Therefore, impacts from seismic-related ground failure and unstable unit or soils associated with liquefaction would be less than significant.

The project site is located in an area that is relatively flat and is not identified as a potential landslide hazard area by the City or state.<sup>47,48</sup> Additionally, the project site is not located within a City-designated hillside area or earthquake induced landslide area. The proposed project would not include the construction of any habitable structures. Therefore, no impacts related to exposure of people or structures to potential adverse effects from landslides would occur.

The proposed project would include ground-disturbing activities, such as grading, compaction of soil, and landscaping. These activities could result in the potential for erosion to occur at the project site, though soil exposure would be temporary and short-term in nature. Prior to construction activities, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and identify structural and non-structural Best Management Practices to be implemented during the construction phase. The SWPPP would be implemented to minimize soil erosion and runoff,

<sup>43</sup> City of Los Angeles. Department of Recreation and Parks (LARAP). Urban Forest Program. Available at: <https://www.laparks.org/forest/urban-forest/program>, accessed August 6, 2018.

<sup>44</sup> California Department of Conservation. California Geological Survey. Division of Mines and Geology. Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California. 1998. Available online at: <http://maps.conservation.ca.gov/cgs/informationwarehouse/>, accessed August 6, 2018.

<sup>45</sup> Ibid.

<sup>46</sup> City of Los Angeles, Department of City Planning. General Plan, Conservation and Safety Elements. Available at: [https://planning.lacity.org/GP\\_elements.html](https://planning.lacity.org/GP_elements.html), accessed August 6, 2018.

<sup>47</sup> Ibid.

<sup>48</sup> California Department of Conservation. California Geological Survey. Division of Mines and Geology. Landslide Inventory Map for the Hollywood Quadrangle, Los Angeles County, California. 2013. Available online at: <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>, accessed August 6, 2018

and would include stabilizing and protecting disturbed areas, retaining sediment within the construction area, and use of temporary measures (i.e. silt fences, gravel bag barriers, temporary drainage inlet protection). No large areas of exposed soil would exist during project operation that would be exposed to the effects of erosion by wind or water. Therefore, impacts related to soil erosion would be less than significant.

Subsidence is the lowering of surface elevation due to changes occurring underground. The proposed project would not include the extraction of any groundwater, oil, or gas from the project site. Clay-based soils are typically susceptible to expansion. According to the geotechnical investigation conducted for the *Rancho Cienega Sports Complex Project*, the portion of the Rancho Cienega Sports Complex containing the project site is identified as clay and sand of pre-development marshlands<sup>49</sup>. Nonetheless, the proposed project would not include the construction of any habitable structures. Therefore, no impacts related to subsidence or expansive soils would occur.

Construction and operation of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact related to the use of such systems would occur.

#### **4.2.6 Greenhouse Gas Emissions – Operational Emissions**

The proposed project would not generate greenhouse gas emissions during operations as the proposed project is intended for passive uses. Traffic volumes would not change and implementation of the proposed project would not introduce new stationary sources of GHG emissions to the area. Therefore, implementation of the proposed project would not result in an impact related to operational GHG emissions.

#### **4.2.7 Hazards and Hazardous Materials – Hazardous Materials Sites/Public Airport Safety Hazard/ Private Airstrip Safety Hazard/Wildland Fires**

The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and spills, leaks, investigations, and cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities.<sup>50,51,52</sup> Although no hazardous materials sites exist on the project site, the Rancho Cienega Recreation Center is listed as a land disposal site with a completed cleanup status as of May 26, 2016. In addition, several leaking underground storage tank cleanup sites, two school investigation sites, and one cleanup site exist in the project vicinity. While unlikely, should contaminated soils be encountered during construction of the proposed project, excavated material (e.g., soil) would be monitored and tested prior to disposal. Excavated material that is deemed hazardous would be subject to strict federal, state, and local regulations for its handling, transport, and disposal. These activities would occur under the oversight of the Department of Toxic Substances Control, State Water Resources Control Board, and City of

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<sup>49</sup> LABOE, *Geotechnical Engineering Report, Rancho Cienega Sports Complex*. May 27, 2015. Available at: [http://eng.lacity.org/rancho\\_cienega\\_sports\\_complex](http://eng.lacity.org/rancho_cienega_sports_complex)

<sup>50</sup> California Department of Toxic Substances Control. EnviroStor Database. Available at: <http://www.envirostor.dtsc.ca.gov/public/default.asp>, accessed August 6, 2018.

<sup>51</sup> California State Water Resources Control Board. Geotracker Database. Available at: <http://geotracker.waterboards.ca.gov/>, accessed August 6, 2018.

<sup>52</sup> U.S. Environmental Protect Agency. Envirofacts Database. Available at: <https://www3.epa.gov/enviro/>, accessed August 6, 2018.

Los Angeles Fire Department. Adherence to federal, state, and local standards would minimize the risk to the public or the environment. Therefore, the impact would be less than significant.

The project site is not located within an airport land use plan, or within two miles of a public airport, public use airport, or private airstrip. The nearest airports are the Santa Monica Municipal Airport and the Los Angeles International Airport, located approximately 5.3 miles west and 5.6 miles southwest, respectively.<sup>53</sup> The proposed project would not interfere with air traffic of any airports. Therefore, no impact related to airports would occur.

During construction activities, vehicles and equipment would access the project site via the entrance off Obama Boulevard. No road or lane closures are anticipated during demolition and construction activities. Project activities would be confined to the project site with the exception of haul trucks and dump trucks. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. In addition, operation of the proposed project would not alter the adjacent street system. Therefore, construction and operation of the proposed project would not impair or interfere with implementation of an adopted emergency response plan or emergency evacuation plan. The impact would be less than significant.

The project site is not located within a designated High Fire Hazard Severity Zone according to the City of Los Angeles General Plan.<sup>54</sup> The project site and surrounding areas are completely developed and there are no wildlands adjacent to the site. Therefore, no impact related to wildland fires would occur.

#### **4.2.8 Hydrology and Water Quality**

The proposed project would not violate a water quality standard or waste discharge requirement. Demolition and construction activities, such as grading, would result in the disturbance of soil and temporarily increase the potential for soil erosion. Additionally, construction activities and equipment would require the on-site use and storage of fuels and lubricants. Storm events occurring during the construction phase would have the potential to carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters. However, BOE or its contractor would prepare a SWPPP prior to construction that would identify standard Best Management Practices to control runoff from the project site. Upon completion of the proposed project, storm flows would be directed to the existing municipal storm drain system. There would be no exposed soil remaining at the completion of landscaping activities, and there would be no potential for soil erosion or contamination. Therefore, impacts related to water quality would be less than significant.

The proposed project would not require excavation that would encounter groundwater or affect the rate of groundwater recharge, or involve the extraction of groundwater. Therefore, no impact would occur.

There are no streams or rivers located nearby that would be affected by the proposed project. The proposed project would be located within previously developed and disturbed areas. Construction activities would temporarily increase the potential for erosion due to excavation.

<sup>53</sup> AirNav. Airport Information. Available at: <https://www.airnav.com/cgi-bin/airport-search>, accessed August 6, 2018.

<sup>54</sup> City of Los Angeles, Department of City Planning. General Plan, Safety Element. Available at: [https://planning.lacity.org/GP\\_elements.html](https://planning.lacity.org/GP_elements.html), accessed August 6, 2018.

However, the proposed project would implement standard Best Management Practices that would minimize impacts during construction. Construction of the proposed project would include installation of storm water and drainage infrastructure in the playground area. However, all drainage flows, including storm water that would infiltrate directly into the soil in the community front lawn area, would be routed through on-site storm water facilities which would connect to the existing storm water infrastructure. As such, operation of the proposed project would not result in alteration of the existing drainage pattern that would result in a substantial increase in erosion or siltation or on- or off-site flooding. Impacts associated with altering the existing drainage pattern of the site would be less than significant.

Prior to demolition of the Celes King III Pool, the existing pool would be drained into the existing sewer system. Demolition and construction water needs would generate minimal quantities of discharge water, which would drain into storm drains located within or adjacent to the project site. Best Management Practices would be implemented to control runoff from the project site during the construction phase. As previously discussed, following the demolition of the Celes King III Pool, the proposed project would install storm water and drainage infrastructure in the community front lawn area, which would connect to existing storm water infrastructure. During operation, the proposed project would result in a decreased amount of impervious surfaces as the project site would contain a landscaped area. The landscaped area would require routine watering, similar to other landscaped areas within the Rancho Cienega Sports Complex. Therefore, impacts related to runoff water exceeding the capacity of stormwater drainage systems would be less than significant.

No 100-year flood zones coincide with the project site. According to Flood Insurance Rate Map Number 06037C1615F, the entire project site is located within an area designated as Zone X, which is categorized as an area that is within a 500-year flood zone.<sup>55</sup> Notwithstanding, the proposed project does not include construction of housing or structures. Therefore, no impacts related to placement of housing or structures within a 100-year flood hazard area would occur.

According to the City of Los Angeles General Plan Safety Element, the project site is located within the potential inundation area of the Hollywood Reservoir and the Silver Lake Reservoir.<sup>56</sup> The inundation area is based on an assumed catastrophic failure of dams during peak storage capacity. The identified inundation boundary encompasses all probable routes that a flood might follow after exiting a dam; thus, the inundation area is very large and conservative. However, all dams are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Catastrophic failure of a major dam as a result of an earthquake is regarded as unlikely. Current design and construction practices and ongoing review, modification, and dam reconstruction programs are intended to ensure that all dams are capable of withstanding the maximum magnitude earthquake for the site. Therefore, the potential for the project site to be inundated as a result of a dam failure, and potential exposure of people and structures to flooding due to dam failure, is low. Additionally, the proposed project would not construct any habitable structures that would be vulnerable to flooding or inundation in the event of a dam break, and would not impede or redirect flood flows in the

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<sup>55</sup> Federal Emergency Management Agency. FEMA Flood Map Service Center: Search By Address. Firm Panel 06037C1615F, effective on 09/26/2008 Available online at: <https://msc.fema.gov/portal/search?AddressQuery=los%20angeles%20city#searchresultsanchor>, accessed August 6, 2018.

<sup>56</sup> City of Los Angeles, Department of City Planning. General Plan, Safety Element. Available at: [https://planning.lacity.org/GP\\_elements.html](https://planning.lacity.org/GP_elements.html), accessed August 6, 2018.

project area. In the event of an emergency, the City has adopted emergency evacuation procedures that would be implemented in the case of a dam break. Therefore, impacts related to exposure of people or structures to significant risk of loss, injury or death related to flooding or dam inundation would be less than significant.

The project site is not located near an enclosed large body of water that could experience seiches during an earthquake. Additionally, the project site is located approximately 7.2 miles from the Pacific Ocean and is not located within a tsunami hazard area. Furthermore, the project site is not located within a City-designated hillside area and would not be subject to mudflows. Therefore, no impacts related to inundation by seiche, tsunami, or mudflow would occur.

#### 4.2.9 Land Use and Planning

The project site is located within the existing Rancho Cienega Sports Complex in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The proposed project would demolish the existing Celes King III Pool, cover the project site with landscaping, and convert the area to a playground area. Neither construction nor operation of the proposed project would include features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community. Therefore, no impacts related to physically dividing an established community would occur.

The project site is currently zoned OS and designated as Open Space in the General Plan. No new land uses would be introduced and the project site would continue to include recreational uses, similar to existing conditions. The *West Adams-Baldwin Hills-Leimert Community Plan* advocates improving the utilization and development of recreational facilities at existing parks as well as accommodating active parklands.<sup>57</sup> As such, the proposed project would be consistent with land use plans and policies applicable to the project site. Therefore, no impacts related to applicable land use plans would occur.

As previously discussed in Section 4.2.4, Biological Resources, the project site is not located in a habitat conservation plan or a natural community conservation plan area. As such, the proposed project would not conflict with the provisions of an approved conservation plan, and no impact would occur.

#### 4.2.10 Mineral Resources

The area surrounding the project site is currently zoned for residential and open space uses. No classified or designated mineral deposits of statewide or regional significance are known to occur on the project site.<sup>58,59</sup> Therefore, no impacts related to the permanent loss of or access to any significant mineral or oil resources would occur.

<sup>57</sup> City of Los Angeles, Department of City Planning. West Adams-Baldwin Hills-Leimert Community Plan. Available at: <https://planning.lacity.org/complan/pdf/wadcptxt.pdf>, accessed August 6, 2018.

<sup>58</sup> California Department of Conservation. California Geological Survey. Division of Mines and Geology. Mineral Lands Classification. Available online at: <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>, accessed August 6, 2018.

<sup>59</sup> City of Los Angeles, Department of City Planning. General Plan, Conservation Element. Available at: [https://planning.lacity.org/GP\\_elements.html](https://planning.lacity.org/GP_elements.html), accessed August 6, 2018.



#### **4.2.11 Noise – Noise Related to Public Airports and Private Airstrips**

The project site is not located within an airport land use plan nor is it located within two miles of a public airport or private airstrip. The nearest public use airport to the project site is the Santa Monica Municipal Airport, located approximately 5 miles to the west.<sup>60</sup> Due to the distance from the nearest airport, the proposed project would not expose people working or residing in the project area to excessive airport noise. Therefore, no impacts related to airport noise would occur.

#### **4.2.12 Population and Housing**

The proposed project would not directly or indirectly induce substantial population growth because it does not include a residential or commercial element. It is anticipated that construction workers would be local to the project area and would not relocate. Therefore, no impacts related to substantial direct or indirect population growth would occur.

The project site does not contain any housing or residential uses. As such, no housing or population would be displaced or changed as a result of the proposed project. Therefore, no impacts related to displacement would occur.

#### **4.2.13 Public Services**

As described above in Section 4.2.12, Population and Housing, the proposed project would not create any new homes or businesses. The proposed project would demolish an existing building and convert the area to a community front lawn and playground area. The proposed project does not include new housing or non-residential development that would substantially increase the residential or employee populations in the area; thus, the demand for fire protection services would not substantially increase. Demolition of the Celes King III Pool would occur in accordance with the latest version of the City of Los Angeles Building Code. As such, the proposed project would not increase fire hazards or substantially increase the demand for fire protection services. Therefore, no impacts to fire protection services would occur.

During demolition activities, BOE would implement standard site security features, such as fencing, to secure the project site. Following the demolition of the Celes King III Pool, the project site would be graded, landscaped, and converted to a playground area and is not expected to generate additional calls for police protection service as the project site would be a passive use. As such, the proposed project would not increase the need for additional police protection services or adversely affect service ratios or response times. No impacts to police protection services would occur.

The proposed project would not induce employment or population growth, either directly or indirectly, and would therefore not increase the demand for schools or other public facilities in the area. No impacts related to schools or other facilities would occur.

The proposed project would demolish the existing Celes King III Pool. However, the approved *Rancho Cienega Sports Complex Project* would construct a new indoor pool facility prior to demolition of the Celes King III Pool. Furthermore, there are three additional indoor pools located within a 5-mile radius of the project site, including Laces Aquatic Center, Eleanor Green

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<sup>60</sup> AirNav. Airport Information. Available at: <https://www.airnav.com/cgi-bin/airport-search>, accessed August 6, 2018.

Robert Aquatic Center, and LA84 Foundation/John C. Argue Swim Stadium.<sup>61</sup> Therefore, no impacts to parks would occur.

#### **4.2.14 Recreation**

The approved Rancho Cienega Sports Complex Project would construct a new indoor pool facility prior to the demolition of the existing Celes King III Pool. Additionally, as discussed in section 4.2.13 above, there are three other indoor pools located within a five-mile radius of the project site. The demand for parks and recreational facilities is generally associated with an increase in housing or population. Construction workers would be drawn from the existing workforce in the region. As such, construction of the proposed project would not generate new permanent residents that would substantially increase the use of existing parks and recreational facilities. Following demolition of the Celes King III Pool, the project site would include a community front lawn and playground facilities. Therefore, the proposed project would not induce growth, either directly or indirectly. No impacts related to the increased use of existing neighborhood parks would occur.

Current playground facilities at the Rancho Cienega Sports Complex are planned to be demolished as part of the Rancho Cienega Sports Complex Project due to the age and dilapidated state of the playground. As such, the proposed project would improve the recreational services available within the local community by providing a new playground facility. Therefore, impacts related to the construction or expansion of recreational facilities would be less than significant.

#### **4.2.15 Transportation and Traffic – Congestion Management Program/Changes in Air Traffic Patterns/Hazards Due to Design Feature or Incompatible Uses/Emergency Access/Alternative Transportation**

Project-related traffic impacts may potentially occur during construction activities only. The County of Los Angeles Congestion Management Program level of significance thresholds are not intended to be applied to construction activities. No traffic impacts are anticipated to occur during project operation due to the passive nature of the project. Therefore, no impacts related to conflict with an applicable congestion management program would occur.

The nearest airport to the project site is the Santa Monica Municipal Airport, located approximately 5 miles to the west. The proposed project would not include any above-ground structures that could be a hazard to aircraft navigation, and would not otherwise change air traffic patterns. Additionally, construction and operation of the proposed project would not generate air traffic. Therefore, no impacts related to changes in air traffic patterns would occur.

The project site is located entirely within the existing site of the Celes King III Pool at the Rancho Cienega Sports Complex. No new roads would be constructed and the proposed project would be consistent with the existing land use. Therefore, no impacts related to increase hazards due to a design feature or incompatible land uses would occur.

Obama Boulevard and Martin Luther King Jr. Boulevard have been designated as “selected disaster routes” in the City of Los Angeles General Plan Safety Element.<sup>62</sup> However,

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<sup>61</sup> City of Los Angeles. Department of Recreation and Parks (LARAP). Year Round Pools. Available at: <https://www.laparks.org/aquatic/year-round>, accessed August 6, 2018.

construction of the proposed project would occur completely within the boundaries of the project site located within the Rancho Cienega Sports Complex. No road or lane closures are anticipated during demolition and construction activities. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. In addition, operation of the proposed project would not alter the adjacent street system. Therefore, no impacts related to emergency access would occur.

As previously discussed, the project site lies entirely within the boundaries of the Rancho Cienega Sports Complex. The existing sidewalk fronting the project site along Obama Boulevard and any bus stops would remain accessible during and after construction in order to ensure safe pedestrian travel and convenient transit access. Therefore, no impacts related to alternative transportation modes or supporting programs would occur.

#### 4.2.16 Utilities and Service Systems

The City of Los Angeles Department of Water and Power provides potable water to the project area. The proposed project would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). Wastewater generated by project-related construction and operation activities would be collected and transported through existing local, trunk, and mainline sewers, and the quality of wastewater from the proposed project is expected to be typical. Prior to demolition of the Celes King III Pool, the existing pool would be drained. Following demolition and construction activities, the proposed project would require and generate a nominal amount of water and wastewater for landscaping. Therefore, impacts related to exceedance of LARWQCB wastewater treatment requirements, construction of new or expansion of existing water or wastewater facilities, and water supplies would be less than significant.

The proposed project would include the installation of new stormwater and drainage infrastructure for the landscaped area. However, these improvements would not result in the need for new or expanded storm drain facilities elsewhere in the system that could result in significant impacts, as the project site currently includes drainage facilities, and the entire project site is limited in size. Therefore, impacts related to construction of new stormwater drainage facilities or expansion of existing facilities would be less than significant.

The proposed project would be demolished, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City standards regarding solid waste disposal. During construction, solid waste would be generated from demolition of the existing Celes King III Pool and from general construction debris. The proposed project would haul away approximately 14,000 cubic yards of demolition debris. There are no City-owned landfills currently in operation; therefore, waste from the proposed project would be hauled to private or County-operated landfills.<sup>63,64</sup> The City standard for public works requires demolition debris to

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<sup>62</sup> City of Los Angeles, Department of City Planning. General Plan, Safety Element. Available at: [https://planning.lacity.org/GP\\_elements.html](https://planning.lacity.org/GP_elements.html), accessed August 6, 2018.

<sup>63</sup> California Department of Resources Recycling and Recovery (CalRecycle). Detailed Facility Search. Available at: <http://www.calrecycle.ca.gov/facit/facility/search.aspx>, accessed August 6, 2018.

<sup>64</sup> City of Los Angeles, Department of Public Works, Bureau of Sanitation (LASAN). Central Los Angeles Recycling and Transfer Station (CLARTS) and Landfills. Available at: [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-cl?\\_adf.ctrl-state=18i0u0zgfe\\_1&\\_afLoop=2739561806359811&\\_afWindowMode=0&\\_afWindowId=liennm2bl#!%40%40%3F\\_afWindowId%3Dliennm2bl%26\\_afLoop%3D2739561806359811%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3D18i0u0zgfe\\_5](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-cl?_adf.ctrl-state=18i0u0zgfe_1&_afLoop=2739561806359811&_afWindowMode=0&_afWindowId=liennm2bl#!%40%40%3F_afWindowId%3Dliennm2bl%26_afLoop%3D2739561806359811%26_afWindowMode%3D0%26_adf.ctrl-state%3D18i0u0zgfe_5), accessed August 6, 2018.

be recycled where feasible. Following construction, the project would not generate substantial amounts of solid waste. Therefore, impacts related to landfill capacities and compliance with solid waste regulations would be less than significant.

### **4.3 CUMULATIVE IMPACTS**

According to Section 15355 of the CEQA Guidelines, cumulative impacts refer to:

“Two or more individual effects which, when considered together are considerable or which compound or increase other environmental effects. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”

Additionally, Section 15130(a) of the CEQA Guidelines states:

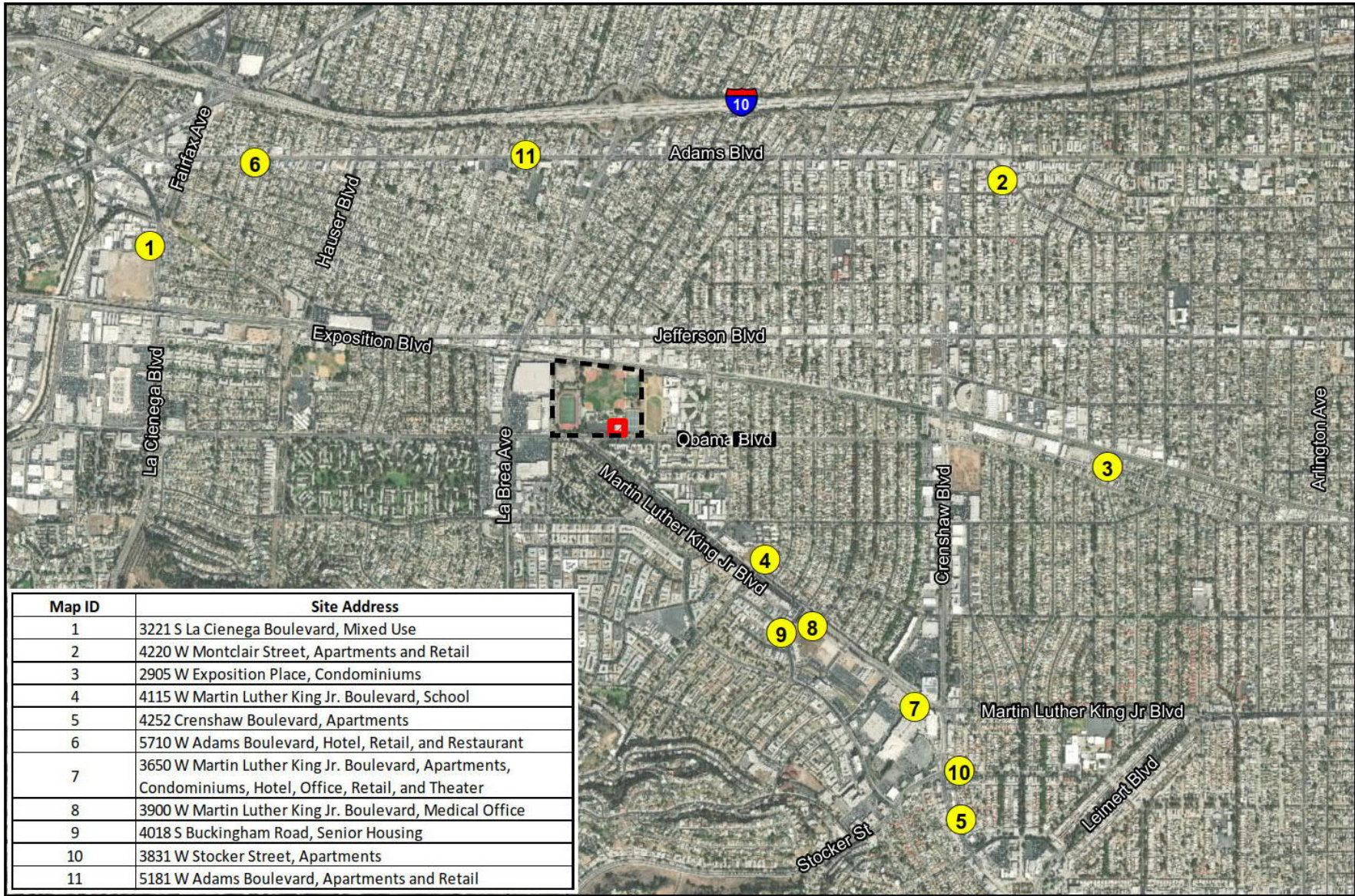
“An EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable... When the combined cumulative impact associated with the project’s incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR... An EIR may determine that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant...if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.”

Pursuant to Section 15130(b)(1)(A) of the CEQA Guidelines, a list of past, present, and probable future projects producing related or cumulative impacts may be used as the basis of the cumulative impacts analysis. The “list” approach was used for the cumulative impacts discussion in this EIR. The scale or geographic scope of related projects varies for each impact category. For instance, cumulative geology and soils or aesthetics impacts are considered localized, while cumulative transportation and traffic and air quality impacts are considered regional. Table 4-1 includes all of the approved or proposed development projects in a 2-mile radius of the project site. Figure 4-1 shows the location of these related projects in relation to the project site.

**Table 4-1  
Related Projects**

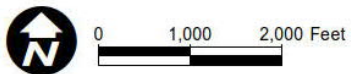
<b>Map #</b>	<b>Location</b>	<b>Land Use</b>	<b>Intensity</b>
1	3221 S La Cienega Boulevard	Mixed Use	1,218 d.u.
2	4220 W Montclair Street	Apartments Retail	46 dwelling units 1,214 k.s.f.
3	2905 W Exposition Place	Condominiums	78 d.u.
4	4115 W Martin Luther King Jr. Boulevard	School	500 students
5	4252 Crenshaw Boulevard	Apartments	106 d.u.
6	5710 W Adams Boulevard	Hotel Retail Restaurant	42 rooms 0.86 k.s.f. 2.15 k.s.f.
7	3650 W Martin Luther King Jr. Boulevard	Apartments Condominiums Hotel Office Theater Retail Other	410 d.u. 551 d.u. 400 rooms 148 k.s.f. 2,823 seats 978,251 k.s.f. 94,052 k.s.f.
8	3900 W Martin Luther King Jr. Boulevard	Medical Office	105 k.s.f.
9	4018 S Buckingham Road	Senior Housing	130 d.u.
10	3831 W Stocker Street	Apartments	72 d.u.
11	5181 W Adams Boulevard	Apartments Retail	72 d.u. 33.86 k.s.f.

Notes: d.u. = dwelling units; k.s.f. = thousand square feet  
Source: KOA Corporation, 2018.



Map ID	Site Address
1	3221 S La Cienega Boulevard, Mixed Use
2	4220 W Montclair Street, Apartments and Retail
3	2905 W Exposition Place, Condominiums
4	4115 W Martin Luther King Jr. Boulevard, School
5	4252 Crenshaw Boulevard, Apartments
6	5710 W Adams Boulevard, Hotel, Retail, and Restaurant
7	3650 W Martin Luther King Jr. Boulevard, Apartments, Condominiums, Hotel, Office, Retail, and Theater
8	3900 W Martin Luther King Jr. Boulevard, Medical Office
9	4018 S Buckingham Road, Senior Housing
10	3831 W Stocker Street, Apartments
11	5181 W Adams Boulevard, Apartments and Retail

Source: Esri 2018.



-  Celes King III Pool
-  Rancho Cienega Sports Complex
-  Planned and Proposed Projects

**Figure 4-1**  
**Related Projects Map**

### **4.3.1 Air Quality**

As discussed in Section 3.1, Air Quality, SCAQMD has indicated that the project-level air quality significance thresholds may be used as an indicator to determine if project emissions contribute considerably to an existing cumulative impact. As discussed in Section 3.1, Air Quality, air pollutant emissions associated with construction and operation of the proposed project would not exceed any applicable SCAQMD air quality thresholds of significance. Therefore, the proposed project would not contribute to a cumulatively considerable net increase of criteria pollutants. Cumulative air quality impacts would be less than significant.

### **4.3.2 Cultural Resources**

Construction of the proposed project would result in a direct impact to historical resources as the Celes King III Indoor Pool building would be demolished. Development of the proposed project with related projects has the potential to result in a cumulative impact if historical resources are present within related project sites. It is anticipated that existing regulations concerning historical resources would help to reduce or eliminate significant impacts to historical resources during the construction and operation of related projects. However, historical resources cannot be replaced once damaged or destroyed. Consequently, while they cannot be specified at this time, each of the related projects in conjunction with the proposed project may result in incremental but irreversible and irretrievable impacts to historical resources.

As discussed in Section 3.2, the proposed project would result in less than significant impacts to archaeological and paleontological resources, including human remains, with the implementation of mitigation measures. These mitigation measures would ensure that the proposed project's impact in conjunction with the related projects would not be cumulatively considerable. Additionally, related projects in the vicinity would also be required to comply with applicable state, federal, and local regulations concerning cultural resources.

### **4.3.3 Greenhouse Gas Emissions**

GHG emissions are regionally cumulative in nature, and it is highly unlikely that any individual development project would result in cumulatively considerable increases in GHG emissions. As discussed in Section 3.3, Greenhouse Gas Emissions, there would be no long-term sources of GHG emissions associated with implementation of the proposed project. Compliance with requirements set forth by SCAQMD and CARB would ensure that off-road equipment and on-road diesel trucks are consistent with efforts to reduce GHG emissions in the long run from heavy duty equipment and diesel trucks. Therefore, cumulative GHG emissions impacts would be less than significant.

### **4.3.4 Hazards**

Development of the proposed project in conjunction with related projects has the potential to increase the use, storage, transport, and/or accidental release of hazardous materials during construction. However, compliance with existing regulations would ensure that potential impacts associated with the proposed project would be less than significant. With respect to related projects, each of the related projects would require evaluation for potential hazards. As hazardous materials and risk of upset conditions are largely site-specific, evaluation would occur for each individual project effect, in conjunction with development proposals on these properties. Further, as with the proposed project, all related projects would be required to follow local, state, and federal laws regarding hazardous materials. Therefore, the proposed project

would not contribute to a significant cumulatively considerable impact to hazards and hazardous materials.

#### **4.3.5 Noise**

Construction of Phase 1 of the *Rancho Cienega Sports Complex Project* would be completed prior to construction of the proposed project and construction associated with that project would not occur concurrently with the proposed project. All other related projects would be over 1,000 feet from the project site. Noise generated by the proposed project would not be audible at related project sites. Similarly, vibration generated by the proposed project would not be perceptible at related project sites. There is no potential for the project and related projects to combine to increase noise or vibration levels. The proposed project would not generate new vehicle trips to and from the site following construction, or result in a significant change in permanent noise or vibration levels in the project area. Therefore, the proposed project would not contribute to a cumulative noise or vibration impact.

#### **4.3.6 Transportation and Traffic**

As discussed in Section 3.6, Transportation and Traffic, the proposed project would not result in significant impacts to the study area intersections. The Future (2021) Without Project and Future (2021) With Project conditions were analyzed. These conditions account for related projects occurring in the vicinity of the project site, as well as anticipated ambient traffic growth that would occur in year 2021. As such, construction and operation of the proposed project would not contribute to a cumulatively considerable increase in the area roadway volumes.

#### **4.3.7 Tribal Cultural Resources**

No tribal cultural resources were identified within the project site. If cultural resources are discovered during construction, then the project may result in a cumulative adverse impact based on whether the resource is deemed to be part of one of the pre-historic, historic, or Native American subject areas discussed in Section 3.7, Tribal Cultural Resources. However, ongoing Native American consultation and implementation of mitigation measure TCR-A would reduce the proposed project's potential impacts related to the discovery of previously unknown resources. Therefore, the proposed project, in conjunction with the related projects, would not result in a significant cumulative impact to tribal cultural resources.

### **4.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Public Resources Code Section 21100(b)(2)(B) and Section 15126.2(c) of the CEQA Guidelines require that an EIR analyze the extent to which the proposed project's primary and secondary effects would impact the environment and commit nonrenewable resources to uses that future generations will not be able to reverse. Construction of the proposed project would result in the use of nonrenewable resources, including fossil fuels, water, and building materials, such as concrete. The proposed project involves the demolition of the Celes King III Pool building and installation of a playground area and community front lawn. The proposed project does not represent an uncommon construction project that would use an extraordinary amount of raw material in comparison to other development projects of similar scope and magnitude. As such, the proposed project is not anticipated to consume substantial amounts of energy or use other resources in a wasteful manner. Although the proposed project would result in the consumption of nonrenewable resources, the impact would not be considered significant.



## 4.5 GROWTH-INDUCING IMPACTS

Section 15125.2(d) of the CEQA Guidelines requires a discussion of the ways in which a project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines states that the EIR should:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environment effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without the implementation of a proposed project. Typically, the growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities. However, the creation of growth-inducing potential does not automatically lead to growth, whether it would be below or in exceedance of a projected level.

The environmental effects of induced growth are secondary or indirect impacts of the proposed project. Secondary effects of growth could result in significant, adverse environmental impacts, which could include increased demand on community public services, increased traffic and noise, degradation of air and water quality, and conversion of agricultural land and open space to developed uses.

As discussed in Chapter 2, Project Description, the proposed project would demolish an existing building and convert the area to a community front lawn and playground area. Implementation of the proposed project would not include the construction of any residential uses or other uses that would result in an increase in the population of the project area. Additionally, the proposed project would not stimulate significant employment as operation of the project site would be maintained by existing LARAP employees. Further, the proposed project would not involve development of new housing, or significantly affect the economy of the region (see Section 4.2.12 above). Therefore, the proposed project would not result in a direct significant growth-inducing impact in the project area.

The overall purpose of the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. Once operational, the proposed project would serve existing residents and be maintained by existing staff. Therefore, the proposed project would not result in an indirect significant growth-inducing impact in the project area.

## **5.0 ALTERNATIVES**

### **5.1 INTRODUCTION**

Alternatives to the proposed project have been considered in this EIR to explore potential means to mitigate or avoid the significant environmental impacts associated with implementation of the Project while still achieving the primary objectives of the project. Pursuant to Section 15126.6(a) of the CEQA Guidelines, an EIR shall describe a range of reasonable alternatives, which may include alternatives to the location of the proposed project, which would feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project, and evaluate the comparative merits of the alternatives. The CEQA Guidelines also state that an EIR need not consider every conceivable alternative or consider alternatives that are infeasible. Under CEQA, the factors that can determine feasibility are site suitability, economic limitations, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, and jurisdictional boundaries. An EIR should present a reasonable range of feasible alternatives that will support informed decision making and public participation regarding the potential environmental consequences of a project and possible means to address those consequences. An EIR need not consider alternatives whose effects cannot be reasonably ascertained and whose implementation is remote or speculative.

The alternatives analysis must also include a comparative evaluation of the No Project Alternative in accordance with Section 15126.6(e) of the CEQA Guidelines to determine the consequences of not implementing the proposed project. Through the identification, evaluation, and comparison of alternatives, the relative advantages and disadvantages of each alternative compared with the proposed project can be determined.

#### **5.1.1 Project Objectives**

The overall purpose for the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. The existing Celes King III Pool no longer meets the standards for competition pools, and has become a maintenance concern for the City of Los Angeles Department of Recreation and Parks.

The objectives of the proposed project are:

- To alleviate the maintenance concerns for the existing Celes King III Pool.
- To provide additional upgraded playground facilities in a densely populated area.
- To provide additional landscaping for the park for relaxation and enjoyment.
- To remove and properly dispose hazardous materials used in the construction of the Celes King III Pool.

### **5.2 ALTERNATIVES CONSIDERED BUT DISMISSED FROM DETAILED ANALYSIS**

Section 15126.6(c) of the CEQA Guidelines requires that an EIR identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process

and briefly explain the reasons underlying the lead agency's determination. Among factors that may be used to eliminate alternatives from detailed consideration in the EIR are: (1) failure to meet most of the basic project objectives, (2) infeasibility, and (3) inability to avoid significant environmental impacts.

### **5.2.1 Alternative Site**

Section 15126.6(f)(2) of the CEQA Guidelines requires that an EIR consider alternative locations to the project site. Locating the proposed project on an alternative site would not accomplish the basic project objectives, which are site-specific to the project site. Constructing playground facilities at an alternative site or implementing the proposed project at another existing park within the area would not address the maintenance concerns or abatement of existing hazardous building materials at the Celes King III Pool. Thus, implementation of the proposed project at an alternative site would not meet the fundamental purpose of the proposed project or many of the project objectives. Therefore, this alternative was eliminated from consideration.

## **5.3 ALTERNATIVES CARRIED FORWARD FOR DETAILED ANALYSIS**

Two alternatives have been carried forward for detailed analysis in this EIR, including the "No Project" alternative, as required by CEQA. Based on the environmental analysis conducted for the proposed project, significant impacts requiring mitigation have been identified for noise and tribal cultural resources. The EIR identifies less than significant impacts for air quality, greenhouse gas emissions, hazards and hazardous materials, and transportation and traffic. Significant and unavoidable impacts were identified for cultural resources. In accordance with CEQA Guidelines Section 15126.6(d), each alternative has been evaluated in sufficient detail to determine whether the overall environmental impacts of the alternative would be less than, similar to, or greater than the corresponding impacts identified for the proposed project.

The alternatives carried forward for detailed analysis in this chapter include:

- No Project Alternative
- Adaptive Reuse Alternative

### **5.3.1 No Project Alternative**

The evaluation of the No Project Alternative is required under CEQA. Under this alternative, the proposed project would not be implemented in any manner. Under the No Project Alternative, the Celes King III Pool Building would not be demolished and would remain in its current location. The existing pool would need to be drained and the pool building would be secured to restrict access for safety and maintenance purposes.

The No Project Alternative would eliminate the impacts to noise and tribal cultural resources associated with construction of the proposed project since no construction activities would occur. This alternative would also avoid the significant and unavoidable impact to the historic structure as no demolition would occur. However, the No Project Alternative would not abate and properly dispose the hazardous building materials present in the existing structure (i.e., asbestos containing materials and lead based paint) and these materials would remain in place.

Additionally, as previously discussed, the *Rancho Cienega Sports Complex Project* includes the construction of a new, competition sized pool to replace the existing pool. Maintaining two pools would not be feasible as it would require additional staff and maintenance activities. As such, the existing pool would be drained, requiring some vehicle trips to the project site, although a reduced number when compared to the proposed project. The reduced vehicle trips would also result in a reduction of air quality and GHG emissions under this alternative when compared to the proposed project. The Celes King III Pool building would be closed and secured and would not be accessible to the public under the No Project Alternative. Thus, the project site would not serve the community. Finally, this alternative would not provide upgraded playground facilities or additional landscaping. The No Project Alternative would not meet any of the project objectives.

### **5.3.2 Adaptive Reuse Alternative**

The Adaptive Reuse Alternative would involve the conversion of the Celes King III Pool building into some other use. Under this alternative the pool would be drained and would need to be filled, similar to the proposed project. Additionally, the structure would require seismic retrofitting and lead and asbestos abatement before it could be opened for public use, which would result in a long-term restriction of access to the building.

Similar to the proposed project, the Adaptive Reuse Alternative would result in temporary impacts during the construction phase. However, the seismic retrofit and hazardous materials abatement would require different equipment than that described for the proposed project. Additionally, any adaptive reuse would likely require the construction of additional parking to serve the new use at the site. Nonetheless, it is anticipated that construction air quality, GHG, noise, and traffic impacts would be similar to the proposed project, although the construction duration would be longer than the proposed project. Potential impacts to previously unknown archaeological, paleontological, and tribal cultural resources under this alternative would be similar to the proposed project as excavation and grading activities would be required for a new parking area. However, this alternative would avoid the significant and unavoidable impact to the historical resource by preserving the façade of the existing pool building. The abatement of lead and asbestos from the building under this alternative would result in less than significant impacts from hazards and hazardous materials during construction, similar to the proposed project.

The recently approved *Rancho Cienega Sports Complex Project* would be constructed and operational prior to the implementation of the Adaptive Reuse Alternative. As previously discussed, Phase I of that project is comprehensive and includes a range of upgraded and expanded active and passive recreational facilities at the property. Thus, new recreational uses have been accounted for in Phase I and any uses proposed for the Adaptive Reuse Alternative would likely be redundant. Operation of the Adaptive Reuse Alternative would increase the maintenance activities required for the Rancho Cienega Sports Complex property, thereby resulting in increased vehicle trips as compared to the proposed project. Increases in vehicle trips would also result in increased air quality and GHG emissions and noise. Similar to the proposed project, no impacts to cultural resources, hazards, or tribal cultural resources would be anticipated during operation of the Adaptive Reuse Alternative. As previously discussed, this alternative would require additional parking. As such, some of the Rancho Cienega Sports Complex property would need to be converted from recreational space to a paved parking area to accommodate additional parking requirements for the associated land use (office, commercial, etc.). Therefore, unlike the proposed project, this alternative would result in impacts to parks and recreation through the reduction of recreational space. Furthermore, the

increase in impervious surfaces and changes to drainage patterns at the project site from the addition of a new paved area would result in impacts to hydrology and water quality that are not identified for the proposed project.

## **5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

In accordance with CEQA Guidelines Section 15126.6, an EIR shall identify an environmentally superior alternative among the feasible alternatives. Table 5-1 provides a comparison of the impacts of each of the alternatives. As discussed above and shown in Table 5-1, both the No Project Alternative and the Adaptive Reuse Alternative would avoid the significant and unavoidable impact to the historical resource associated with the proposed project as these alternatives would preserve the façade of the Celes King III Pool Building. The No Project Alternative would result in greater impacts to hazards and hazardous materials when compared to the proposed project because no abatement of the existing lead and asbestos would occur. The Adaptive Reuse Alternative would result in greater operational impacts when compared to the proposed project due to the increased operational vehicle trips. Additionally, the Adaptive Reuse Alternative would result in impacts to recreation and parks and hydrology and water quality not identified for the proposed project as it would require the conversion of existing park space to provide additional parking.

Although the No Project Alternative would not abate the existing hazardous building materials present at the project site, these materials would remain in place and public access to the building would be restricted. As such, this alternative would not serve the community and would not meet any of the project objectives. Nonetheless, the No Project Alternative would be the environmentally superior alternative because it would not result in any significant and unavoidable impacts. In accordance with Section 15126.6(e)(2) of the CEQA Guidelines, if the environmentally superior alternative is the No Project Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. While the Adaptive Reuse Alternative would avoid the significant and unavoidable impact to the historical resource, as shown in Table 5-1, this alternative would result in greater impacts in six environmental issue areas as compared to the proposed project. These increased impacts are related to an increase in ongoing maintenance activities and the need to provide additional parking, and would be permanent ongoing impacts throughout the operational phase of this alternative. Thus, whereas the proposed project would result in one permanent impact to a historical resource, the Adaptive Reuse Alternative would result in permanent impacts in six environmental issue areas. As such, the proposed project would result in the fewest environmental impacts overall. Additionally, the proposed project would achieve all of the project objectives. Therefore, the proposed project would be considered the environmentally superior alternative.

**Table 5-1  
Comparison of Impacts of the Project Alternatives**

Impact Area	Proposed Project	No Project Alternative	Adaptive Reuse Alternative
Air Quality			
Construction	III	Less	Similar
Operation	IV	Similar	Greater
Cultural Resources			
Construction	I	Less	Less
Operation	IV	Similar	Similar
Greenhouse Gas Emissions			
Construction	III	Less	Similar
Operation	IV	Less	Greater
Hazards and Hazardous Materials			
Construction	II	Greater	Similar
Operation	IV	Greater	Similar
Hydrology and Water Quality	III	Less	Greater
Noise			
Construction	II	Less	Similar
Operation	III	Less	Greater
Recreation and Parks	III	Less	Greater
Transportation and Traffic			
Construction	III	Less	Similar
Operation	IV	Similar	Greater
Tribal Cultural Resources			
Construction	II	Less	Similar
Operation	IV	Similar	Similar

Notes:

- I: Significant Unavoidable Impact
- II: Potentially Significant Impact Unless Mitigated
- III: Less Than Significant Impact
- IV: No Impact

- Less: Impact is lower in magnitude than impacts of the proposed project
- Similar: Impact is similar in magnitude to impacts of the proposed project
- Greater: Impact is greater in magnitude than impacts of the proposed project

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## 6.0 ACRONYMS

$\mu\text{g}/\text{m}^3$	Micrograms per cubic meter
AB	Assembly Bill
ACM	Asbestos-containing materials
APE	Area of Potential Effects
AQMP	Air Quality Management Plan
BOE	City of Los Angeles Department of Public Works, Bureau of Engineering
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CEQA	California Environmental Quality Act of 1970
CH <sub>4</sub>	methane
City	City of Los Angeles
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalents
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibel scale
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
FTA	Federal Transit Administration
GHG	greenhouse gas
GWP	global warming potential
HABS	Historic American Building Survey
HEPA	high-efficiency particulate air
HI	hazard index
HRA	Health Risk Assessment
LADOT	City of Los Angeles Department of Transportation
LAMC	Los Angeles Municipal Code
LARAP	Los Angeles Recreation and Parks
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	lead based paint
L <sub>eq</sub>	Equivalent Noise Level
LOS	level of service
LST	local significance threshold
MMT	million metric tons
MPO	Metropolitan Planning Organizations



MT	metric tons
N <sub>2</sub>	nitrogen
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NO <sub>x</sub>	nitrogen oxides
NRHP	National Register of Historic Places
O <sub>2</sub>	oxygen
O <sub>3</sub>	Ozone
Pb	lead
PCB	polychlorinated biphenyls
PM <sub>2.5</sub>	Particulate Matter less than 2.5 microns in diameter
PM <sub>10</sub>	Particulate Matter less than 10 microns in diameter
ppm	parts-per-million
PPV	peak particle velocity
Proposed Project	Rancho Cienega Celes King III Pool Demolition Project
PVC	polyvinyl chloride
RMS	root mean square (average of the squared amplitude of the signal)
RTP	Regional Transportation Plan
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategies
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
SO <sub>4</sub> <sup>2-</sup>	sulfate
SO <sub>x</sub>	sulfur oxides
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
USEPA	U.S. Environmental Protection Agency
V/C	volume-to-capacity
Vdb	decibel notation to measure root mean square
VOC	volatile organic compounds

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<http://www.fws.gov/wetlands/Data/Mapper.html>

**RANCHO CIENEGA CELES KING III  
POOL DEMOLITION PROJECT  
DRAFT EIR APPENDICES**

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**Appendix C Cultural Resources Assessment**

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**Appendix E Traffic Impact Analysis Technical Memorandum**



## **APPENDIX A**

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# **Notice of Preparation, Initial Study, and Comments Received on the Notice of Preparation**



## **Notice of Preparation**



**BOARD OF PUBLIC WORKS  
MEMBERS**

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# CITY OF LOS ANGELES

CALIFORNIA



**ERIC GARCETTI**  
MAYOR

**DEPARTMENT OF  
PUBLIC WORKS**

**BUREAU OF  
ENGINEERING**

**GARY LEE MOORE, PE, ENV SP**  
CITY ENGINEER

1149 S. BROADWAY, SUITE 700  
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

June 21, 2018

## NOTICE OF PREPARATION

**To:** Responsible Agencies, Trustee Agencies, Stakeholders and Interested Parties

**From:** City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600  
Los Angeles, CA 90015

**Subject: Notice of Preparation of a Draft Environmental Impact Report for the Rancho Cienega Celes King III Pool Demolition Project**

The City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) is the Lead Agency under the *California Environmental Quality Act (CEQA)* and will prepare an Environmental Impact Report (EIR) for the proposed project. The City is proposing to demolish the Celes King III Indoor Pool building and pool (Celes King III Pool) and convert the site into a community front lawn and playground area.

The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with *California Code of Regulations, Title 14, Section 15082(b)*. Your agency may need to use the EIR when considering any permit or other approval that your agency must issue for the proposed project. In addition, the City requests comments from other interested parties, stakeholders, and the general public on the scope of the environmental issues related to the proposed project.

The project site is located in the southeast quadrant of the Rancho Cienega Sports Complex at 5001 Rodeo Road in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The project site is bounded by a paved surface parking lot to the west, a tennis shop to the north, tennis courts to the east, and Rodeo Road to the south. Generally, the Rancho Cienega Sports Complex is bounded by the Los Angeles County Metropolitan Transportation Authority (Metro) Expo Line light rail transit system to the north (along Exposition Boulevard), Dorsey High School to the east, residential land uses to the south across Rodeo Road, and commercial uses to the west. Regional access to the project area is provided via Interstate 10 (I-10) and Interstate 405 (I-405). The project site is served by Rodeo Road and Martin Luther King Jr. Boulevard to the south, La Brea Avenue to the west, Exposition Boulevard to the north, and Farmdale Avenue to the east. Figures 1 and 2 attached show the regional location and the project site, respectively.

Implementation of the proposed project would include conducting required hazardous materials abatement, draining water from the existing Celes King III Pool, and demolishing the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of





the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures.

An analysis of potential environmental effects is provided in the Initial Study Checklist prepared for the Proposed Project. Potential impacts associated with the Proposed Project may include:

- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation/Traffic
- Tribal Cultural Resources

In accordance with CEQA Guidelines Section 15126.6, the EIR will include an evaluation of the No Project Alternative, as well as a discussion of a reasonable range of alternatives. Potential alternatives will be analyzed at a lower degree of detail than the proposed project.

The Initial Study Checklist is available for review at the following locations:

- Baldwin Hills Branch Library, 2906 S La Brea Avenue, Los Angeles, CA 90016
- Jefferson/Wright Memorial Branch Library, 2211 W Jefferson Boulevard, Los Angeles, CA 90018
- Council District 10 Office, 1819 S. Western Avenue, Los Angeles, CA 90006
- City of Los Angeles Department of Public Works, Bureau of Engineering, EMG, 1149 South Broadway, Suite 600, Los Angeles, CA 90015

A copy of the Initial Study Checklist may also be obtained by contacting James R Tebbetts of the Bureau of Engineering at (213) 485-5732 and can also be accessed online at: <http://eng.lacity.org/techdocs/emg/projects.htm>

### **Comments**

Comments will be accepted from June 21, 2018 to July 20, 2018. Please send your comments by mail to:

James R Tebbetts, Environmental Specialist II  
City of Los Angeles Department of Public Works  
Bureau of Engineering, EMG  
1149 South Broadway, Suite 600, Mail Stop 939  
Los Angeles, CA 90015

Comments may also be submitted by e-mail to [James.Tebbetts@lacity.org](mailto:James.Tebbetts@lacity.org) (please include **“Celes King III Pool Comments”** in the subject line) or by fax to (213) 847-0656.

## Scoping Meeting

A scoping meeting will be held to obtain input on the scope of the contents of the EIR, as well as to present information on the proposed project design. This meeting will be held at the following date, time and location:

**Thursday, June 28, 2018**

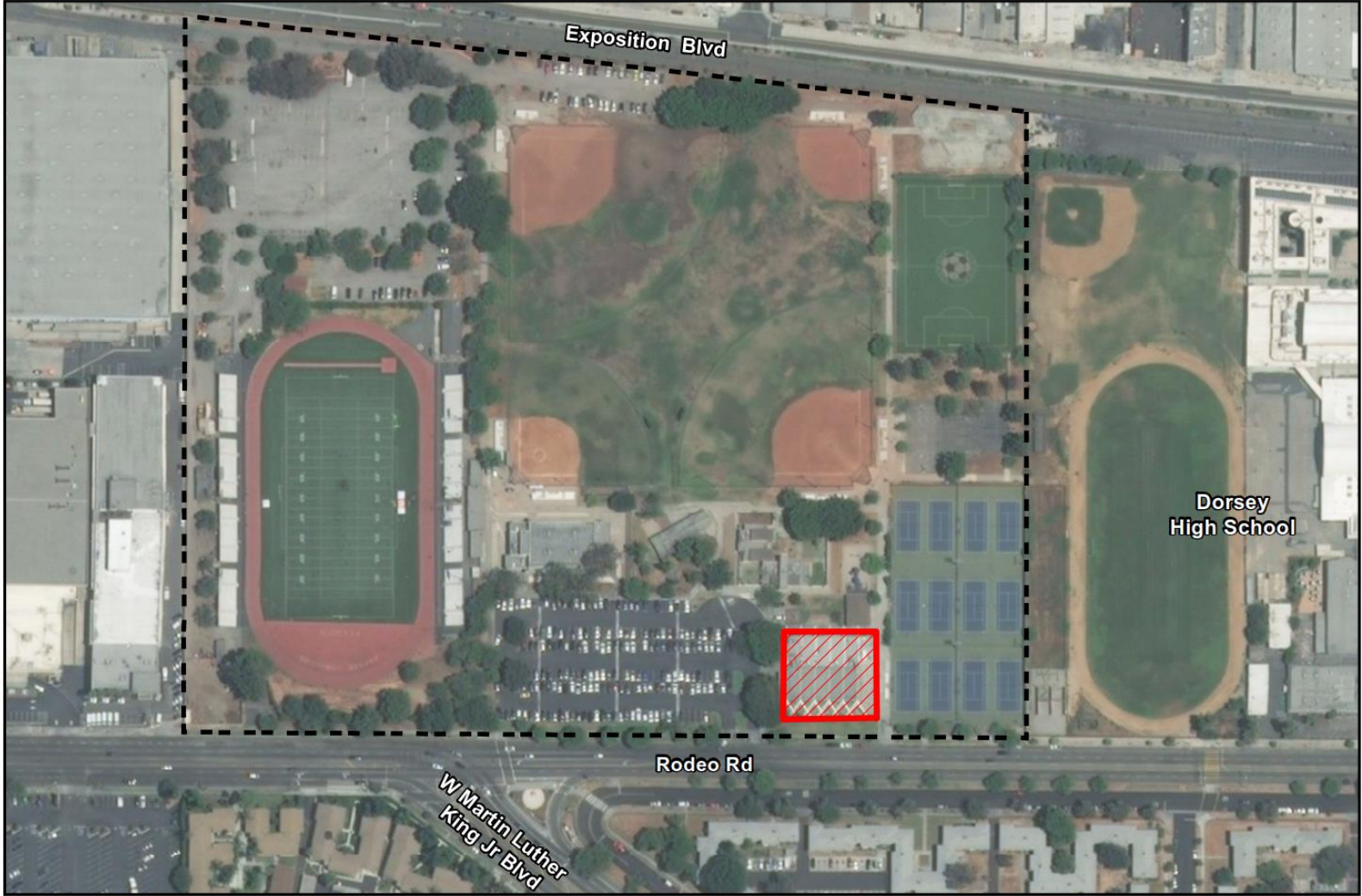
6:30 p.m. to 8:00 p.m.

Rancho Cienega Sports Complex  
Ira C. Massey Child Care Center  
5001 Rodeo Road  
Los Angeles, CA 90016

## Scoping Meeting Location









Source: Esri 2018.



-  Celes King III Pool
-  Rancho Cienega Sports Complex

**Figure 2**  
**Project Location Map**



## **Initial Study**

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# *Initial Study*

## **Rancho Cienega Celes King III Pool Demolition Project**



**June 2018**



**City of Los Angeles**



**Department of  
Recreation and Parks**



**Bureau of Engineering  
Environmental  
Management Group**





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CITY OF LOS ANGELES  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**INITIAL STUDY**

Council District: 10 Date: June 2018  
Lead City Agency: Department of Public Works, Bureau of Engineering  
Project Title: Rancho Cienega Celes King III Pool Demolition Project

**I. INTRODUCTION**

**A. Purpose of an Initial Study**

The *California Environmental Quality Act* (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project's approval even if it leads to environmental damage. The Bureau of Engineering (BOE), Environmental Management Group (EMG) has determined that the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an Initial Study (IS) is required.

An IS is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS concludes that the project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report (EIR) should be prepared; otherwise the lead agency may adopt a Negative Declaration (ND) or Mitigated Negative Declaration (MND).

This IS has been prepared in accordance with CEQA (*Public Resources Code* §21000 et seq.), the State CEQA Guidelines (Title 14, *California Code of Regulations*, §15000 et seq.), and the *City of Los Angeles CEQA Guidelines* (1981, amended July 31, 2002).

## **B. Document Format**

This IS/MND is organized into seven sections as follows:

Section I, Introduction: provides an overview of the project and the CEQA environmental documentation process.

Section II, Project Description: provides a description of the project location, project background, and project components, and proposed construction and operation.

Section III, Existing Environment: provides a description of the existing environmental setting with focus on features of the environment that could potentially affect the proposed project or be affected by the proposed project.

Section IV, Potential Environmental Effects: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening checklist in Appendix A.

Section V, Preparation and Consultation: provides a list of key personnel involved in the preparation of this report and key personnel consulted.

Section VI, Determination – Recommended Environmental Documentation: provides the recommended environmental documentation for the proposed project.

Section VII, References: provides a list of reference materials used during the preparation of this report.

## **C. CEQA Process**

CEQA applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed project constitutes a project as defined by CEQA (*California Public Resources Code* §21000 et seq.). CEQA Guidelines §15367 states that a “Lead Agency” is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, BOE is the lead agency responsible for compliance with CEQA for the proposed project.

As lead agency for the proposed project, BOE must complete an environmental review to determine if implementation of the proposed project would result in significant adverse environmental impacts. To fulfill the purposes of CEQA, an IS has been prepared to assist in making that determination. Based on the nature and scope of the proposed project, the evaluation contained in the IS environmental checklist (contained herein), and the comments received from agencies and members of the public during review of the Notice of Preparation (NOP) of an EIR, factors that have potential to involve significant adverse environmental impacts will be determined.

Such factors will become the focus of more detailed analysis in the EIR to determine the nature and extent of any potential environmental impacts and establish appropriate mitigations for those impacts determined to be significant. The EIR will also include an

evaluation of alternatives to the proposed project that would reduce or avoid significant impacts, including a No Project Alternative. Based on the IS analysis and the NOP review, factors for which no significant adverse environmental impacts are expected to occur will be eliminated from further evaluation in the EIR. A preliminary evaluation of the potentially affected factors is included in the IS checklist in Section IV and Appendix A.

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.

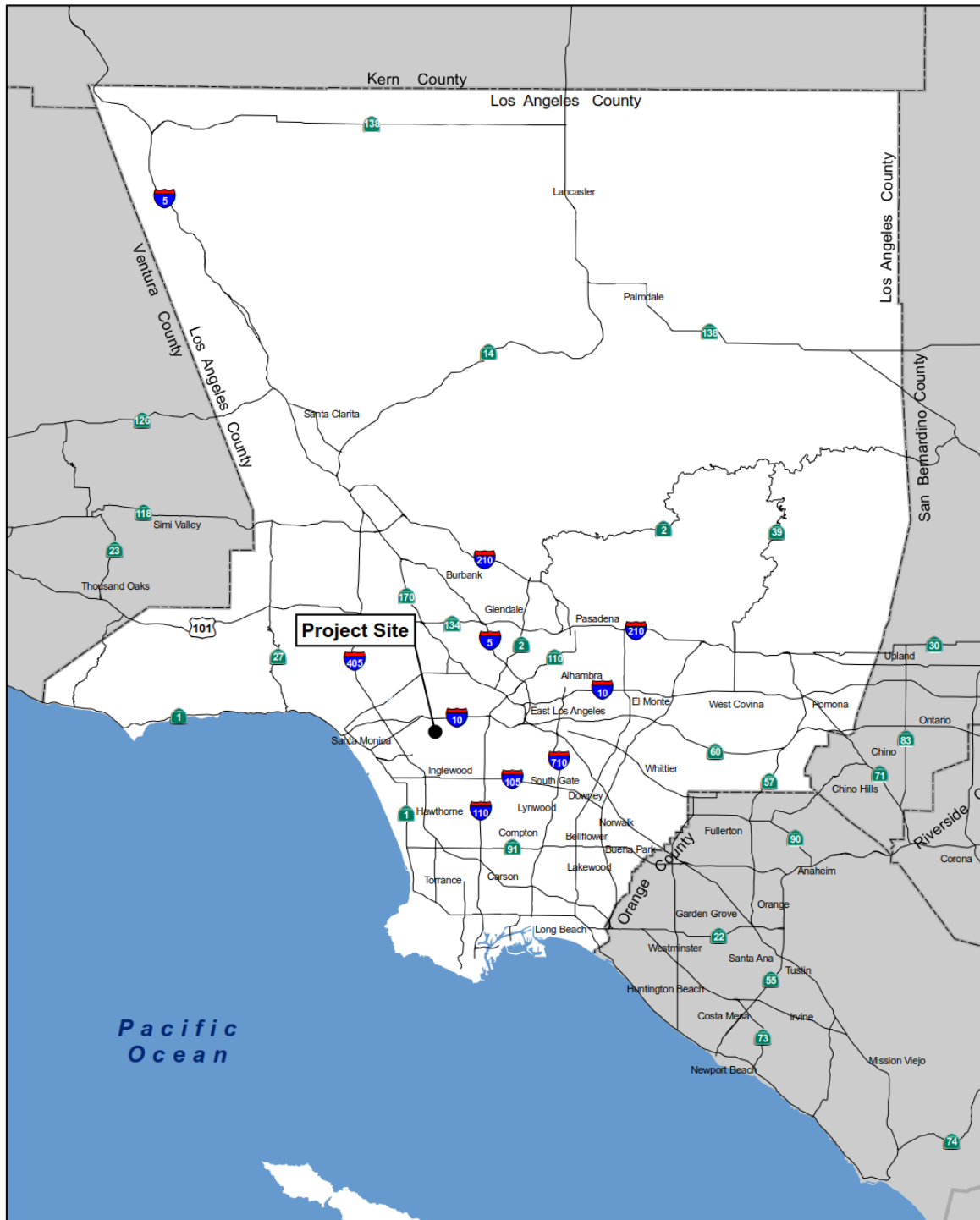
## **II. PROJECT DESCRIPTION**

### **A. Introduction**

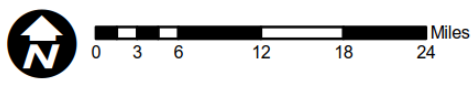
The proposed Rancho Cienega Celes King III Pool Demolition Project (proposed project) would demolish the Celes King III Indoor Pool building and pool (Celes King III Pool) and convert the site into a community front lawn and playground area. The Celes King III Pool is located within the Rancho Cienega Sports Complex in Los Angeles, California, in Council District 10.

### **B. Location**

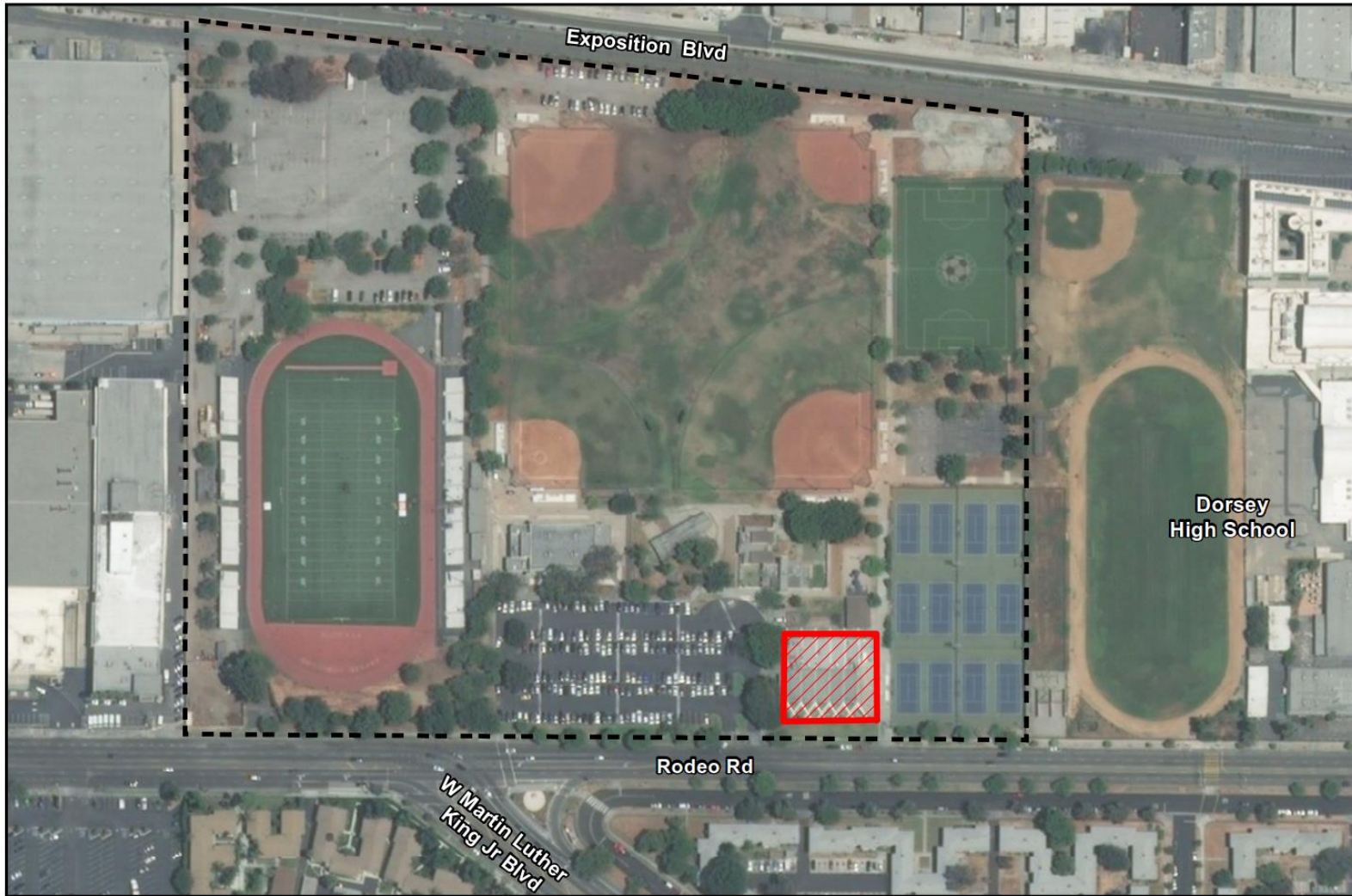
The project site is located in the southeast quadrant of the Rancho Cienega Sports Complex at 5001 Rodeo Road in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The project site is bounded by a paved surface parking lot to the west, a tennis shop approved for demolition to the north, tennis courts to the east, and Rodeo Road to the south. Generally, the Rancho Cienega Sports Complex is bounded by the Los Angeles County Metropolitan Transportation Authority (Metro) Expo Line light rail transit system to the north (along Exposition Boulevard), Dorsey High School to the east, residential land uses to the south across Rodeo Road, and commercial uses to the west. Regional access to the project area is provided via Interstate 10 (I-10) and Interstate 405 (I-405). The project site is served by Rodeo Road and Martin Luther King Jr. Boulevard to the south, La Brea Avenue to the west, Exposition Boulevard to the north, and Farmdale Avenue to the east. Figure 1 shows the regional location of the project site. Figure 2 shows the project site within the Rancho Cienega Sports Complex.



Source: Esri Maps & Data, 2018





**Figure 1**  
**Regional Map**



Source: Esri 2018.



-  Celes King III Pool
-  Rancho Cienega Sports Complex

**Figure 2**  
**Project Location Map**



### **C. Purpose**

The overall purpose for the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. The existing Celes King III Pool no longer meets the standards for competition pools.

The objectives of the proposed project are:

- To alleviate the maintenance concerns for the existing Celes King III Pool.
- To provide additional upgraded playground facilities in a densely populated area.
- To provide additional landscaping for the park for relaxation and enjoyment.
- To remove and properly dispose hazardous materials used in the construction of the Celes King III Pool.

### **D. Description**

The proposed project would conduct required hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures.

Demolition and construction activities would last approximately 10 months from December 2019 to August 2020. Approximately 14,000 cubic yards of demolition debris would be exported from the project site. Demolition and construction activities would consist of a maximum of 10 truck trips per day. A total of approximately 20 construction workers would be on-site each day. Demolition and hazardous materials abatement would require approximately four types of equipment, consisting of a demolition excavator, articulating dump truck, street sweeper, and 20 yard roll off bins. Construction activities would require approximately four types of equipment, consisting of a compactor, several 20 yard roll off bins, street sweepers, and several backhoes/skip loaders, as well as concrete trucks as necessary. It is not anticipated that any trees be removed as part of the proposed project.

Following construction, the proposed project would operate similarly to existing conditions, and the community front lawn and playground area would be passive uses.

The existing Rancho Cienega Sports Complex is currently developed as a sports complex. The existing complex contains a variety of facilities, including a gymnasium, basketball courts, baseball diamond, child play area, community room, football field, handball courts, picnic tables, soccer field, skate park, and tennis courts. The Rancho Cienega Sports Complex has been approved for construction and demolition activities as part of the recently approved *Rancho Cienega Sports Complex Project*. Phase 1 of the *Rancho Cienega Sports Complex Project* would include demolition and construction

of the indoor gymnasium to the northwest of the project site, demolition of the existing restroom facilities and construction of a new indoor pool, bathhouse facility, and multiuse building to the northwest of the project site, rehabilitation of the tennis shop to the north of the project site, construction of a new stadium overlook and concession stand to the northwest of the project site, and improvements to the primary parking lot along Rodeo Road directly adjacent to the project site on the west. Phase 2 of the *Rancho Cienega Sports Complex Project* would include demolition of parking lots, outdated electrical and plumbing infrastructure, asphalt maintenance driveways and concrete sidewalks, and construction of a driveway, off street parking, park infrastructure (including landscaping and furniture), a tennis block with bleachers and a shade structure, bleachers and a shade structure for the baseball field, and a stadium block that includes a press box, concession stand, elevated bleachers, and restrooms. Construction of the proposed project would occur following the end of Phase 1 and prior to the commencement of Phase 2 of the approved *Rancho Cienega Sports Complex Project*.

### III. EXISTING ENVIRONMENT

The project site consists of the Celes King III Indoor Pool, located within the Rancho Cienega Sports Complex at 5001 Rodeo Road, approximately 6.5 miles southwest of downtown Los Angeles in the *West Adams-Baldwin Hills-Leimert Community Plan* and Council District 10 areas of the City of Los Angeles. The project site has historically been used as a recreation facility, with the Celes King III Pool building constructed in the 1960s. The Celes King III Pool building is a cinder-block/concrete walled, steel-supported structure that consists of offices, lock rooms, and support facilities located at the northern end of the building with the pool area located to the south.

The area surrounding the project site is fully developed and highly urbanized. Current land uses in the area consist of residential housing, light industrial and commercial use, and public lands. The project site totals approximately 0.4 acres and is zoned OS-1XL (Open Space).<sup>1</sup>

The California Department of Conservation, California Geological Survey's Seismic Hazard Zonation Program Map indicates that the project site is not within an Alquist-Priolo Earthquake Fault Zone. The nearest fault zone to the project site is the Newport-Inglewood Fault which is located approximately 1.3 miles southwest of the site and no active faults are known to cross the project site.<sup>2</sup> The project site is located within a designated liquefaction zone.<sup>3</sup> The project site is not located within a 100-year floodplain, but is located within a 500-year (0.2-percent-annual-chance) floodplain.<sup>4,5</sup>

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<sup>1</sup> City of Los Angeles Department of City Planning, ZIMAS. Website: <http://zimas.lacity.org/>, accessed April 26, 2018.

<sup>2</sup> California Department of Conservation Division of Mines and Geology. *Earthquake Fault Zones and Seismic Hazard Zones Map, Hollywood Quadrangle*. Website: <http://maps.conservation.ca.gov/cgs/informationwarehouse/>, accessed April 26, 2018.

<sup>3</sup> Ibid.

<sup>4</sup> Federal Emergency Management Agency. FEMA Flood Map Service Center: Search By Address.

#### IV. POTENTIAL ENVIRONMENTAL EFFECTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact as indicated by the checklist in Appendix A. A detailed discussion of these potential environmental effects follows.

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

##### A. Aesthetics

The project site is not located within a scenic vista nor is it located along or near a designated California Scenic Highway. The proposed project would be consistent with the existing visual character of the project area. Initial screening determined that the proposed project would not result in impacts to aesthetics and visual resources (See Appendix A).

##### B. Agriculture and Forestry Resources

Initial screening determined that the proposed project would not result in impacts to agriculture and forestry resources. These resources do not occur on or near the project site (See Appendix A).

##### C. Air Quality

Initial screening determined that the proposed project would generate air pollutants as a result of construction equipment emissions and fugitive dust. The proposed project is not anticipated to result in long-term air quality impacts during operation. An air quality

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Firm Panel 06037C1615F, effective on 09/26/2008 Available online at:  
<https://msc.fema.gov/portal/search?AddressQuery=los%20angeles%20city#searchresultsanchor>;  
accessed April 30, 2018

<sup>5</sup> Ibid.

and greenhouse gas technical report will be prepared for the proposed project, and the EIR will include a detailed analysis of the potential air quality impacts (See Appendix A).

#### D. Biological Resources

The project site is located within a heavily-urbanized area and is currently developed with the existing Celes King III Pool. No native vegetation, sensitive communities, wetlands, or wildlife corridors exists within the project site, and there would be no direct impacts to sensitive plants, wildlife, or vegetation communities. The proposed project would not conflict with local policies, such as a tree preservation policy or ordinance, or the provisions of an adopted habitat conservation plan. Initial screening determined that the proposed project would result in less than significant impacts related to biological resources (See Appendix A).

#### E. Cultural Resources

The proposed project would demolish the existing Celes King III Pool, which is eligible for listing in the National Register of Historic Places and California Register of Historical Resources. A cultural resources technical report will be prepared for the proposed project, and the EIR will include a detailed analysis of the potential impacts to cultural resources (See Appendix A).

#### F. Geology and Soils

The project site is located in an area that is susceptible to liquefaction and other geological phenomena. However, the proposed project would not construct any habitable structures that would be susceptible to liquefaction or seismic-related events. Initial screening determined that the proposed project would result in less than significant impacts related to geology and soils (See Appendix A).

#### G. Greenhouse Gas Emissions

Initial screening determined that construction activities associated with the proposed project would generate greenhouse gas emissions. It is not anticipated that greenhouse gas emissions would be generated during project operation. An air quality and greenhouse gas technical report will be prepared for the proposed project, and the EIR will include a detailed analysis of the potential greenhouse gas emissions impacts (See Appendix A).

#### H. Hazards and Hazardous Materials

A preliminary survey conducted for the *Rancho Cienega Sports Complex Project* determined that the Celes King III Pool may contain asbestos-containing materials and lead based paint. The EIR will include a detailed analysis of the potential hazards and hazardous materials impacts (See Appendix A).

I. Hydrology and Water Quality

The proposed project would not violate any water quality standard or waste discharge requirements, or interference with groundwater recharge, substantially alter the drainage pattern of the site, contribute to runoff water, or degrade water quality. Additionally, the proposed project does not include a residential component that would be subject to flooding, impede flood flows, or expose people or structure to flooding, or inundation by seiche, tsunami, or mudflow. Initial screening determined that the proposed project result in less than significant impacts to hydrology and water quality (See Appendix A).

J. Land Use and Planning

The project site is located in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The proposed project would not cause a disruption to an established community and no new land uses would be introduced at the project site. Initial screening determined that the proposed project would not result in significant impacts related to consistent with applicable land use plans (See Appendix A).

K. Mineral Resources

The project site is not in an area identified as containing significant mineral deposits. Initial screening determined that the proposed project would result in no impacts to mineral resources (See Appendix A).

L. Noise

Construction activities associated with the propose project may increase noise levels and/or generate groundborne vibration from the use of heavy equipment. Initial screening determined that the proposed project would potentially result in significant impacts due to construction noise and vibration. A technical noise analysis will be prepared for the proposed project, and the EIR will include a detailed analysis of the potential noise and vibration impacts (See Appendix A).

M. Population and Housing

The project site does not contain any existing housing and the proposed project would not generate new permanent residents. Initial screening determined that the proposed project would result in no impacts to population and housing (See Appendix A).

N. Public Services

The proposed project would not generate new permanent residents that would increase the demand for public services. Initial screening determined that the proposed project would result in no impacts to public services (See Appendix A).

O. Recreation

The proposed project would demolish the existing Celes King III Pool and convert the site to a community lawn and playground area. However, construction of the proposed project would not generate new permanent residents that would increase the use of existing parks and recreational facilities. Initial screening determined that the proposed project would result in less than significant impacts to recreation (See Appendix A).

P. Transportation/Traffic

Construction activities associated with the proposed project would generate traffic. Initial screening determined that the proposed project would potentially result in significant impacts related to transportation and traffic during the demolition and construction activities. It is not anticipated that the proposed project would generate additional vehicle trips during project operation. A traffic study will be prepared for the proposed project, and the EIR will include a detailed analysis of the potential transportation and traffic impacts (See Appendix A).

Q. Tribal Cultural Resources

The project site is located in an area that may contain Native American cultural resources. Initial screening determined that the proposed project would potentially result in significant impacts to tribal cultural resources. A cultural resources technical report will be prepared for the proposed project, and the EIR will include a detailed analysis of the potential impacts to tribal cultural resources (See Appendix A).

R. Utilities and Service Systems

The proposed project would include the installation of new stormwater and drainage infrastructure for the landscaped area. These improvements would not result in the need for new or expanded storm drain facilities elsewhere in the system. Additionally, the proposed project would not generate new permanent residents that would increase the demand for utilities and service systems, and would comply with all federal, state, and local regulations related to the existing wastewater treatment requirements of the Regional Water Quality Control Board and solid waste. Initial screening determined that the proposed project would result in less than significant impacts to utilities and service systems (See Appendix A).

S. Mandatory Findings of Significance

Based on the foregoing, it has been determined that:

The proposed project would potentially result in significant impacts to cultural resources. A cultural resources technical report will be prepared for the proposed project, and the potential impacts to cultural resources will be further studied in the EIR.

Additionally, the proposed project would potentially result in impacts to air quality, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation

and traffic. Therefore, the EIR will also include an analysis of the proposed project's potential to result in cumulatively considerable impacts, achieve short-term environmental goals to the disadvantage of long-term environmental goals, and cause substantial adverse effects on human beings, either directly or indirectly. A detailed analysis of these issues will be included in the EIR (See Appendix A).

The EIR will identify feasible mitigation measures that would avoid or substantially reduce any significant adverse impacts resulting from implementation of the proposed project.

## **V. PREPARATION AND CONSULTATION**

### **Lead Agency**

City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600  
Los Angeles, CA 90015

James R. Tebbetts, Environmental Specialist II

City of Los Angeles Department of Public Works  
Bureau of Engineering, Architectural Division  
1149 South Broadway, Suite 600  
Los Angeles, CA 90015

Ohaji K. Abdallah, Architectural Associate II/Project Manager

### **Technical Assistance Provided By:**

Fareeha Kibriya, Project Manager (AECOM)  
Vicky Rosen, Environmental Analyst (AECOM)  
Jang Seo, GIS Specialist (AECOM)

## **VI. DETERMINATION – RECOMMENDED ENVIRONMENTAL DOCUMENTATION**

### **A. Summary**

This CEQA Initial Study has been prepared to assist the lead agency in determining whether the proposed project would result in significant adverse environmental impacts. Based on the nature and scope of the proposed project and evaluation contained in the Environmental Screening Checklist (contained herein as Appendix A), it was determined that the proposed project would result in potentially significant impacts to the following environmental issue areas: air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, transportation and traffic, and tribal cultural resources.

**B. Recommended Environmental Documentation**

On the basis of this initial evaluation:

I find that the proposed project MAY have a significant effect on the environment,  
and an ENVIRONMENTAL IMPACT REPORT is required.

Prepared By:



---

Fareeha Kibriya  
Project Manager  
AECOM

Reviewed By:



---

James Tebbetts  
Environmental Specialist II  
Environmental Management Group

Approved By:



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Maria Martin  
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**APPENDIX A**

**ENVIRONMENTAL SCREENING CHECKLIST**

A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it 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).

<b>Issues</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<b>1. AESTHETICS – Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista.</p>				
<p>Explanation: Scenic views or vistas are panoramic public views of various natural features, including the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be available from nearby parklands, private and public-owned sites, and public right-of-way.</p> <p>The <i>West Adams-Baldwin Hills-Leimert Community Plan</i> does not delineate or designate any specific views as scenic vistas within the project area. The project area is located within an urban setting and is bounded by the Metro Expo Line light rail transit system to the north, Dorsey High School to the east, residential housing to the south across Rodeo Road, and commercial uses to the west. The project site is currently developed with an indoor pool building.</p> <p>The proposed project would demolish the existing Celes King III Pool and convert the site to a community front lawn and playground area. Construction of the proposed project would result in short-term impacts to aesthetics due to the presence of construction equipment and materials in the visual landscape; however, the project site is not located within a scenic vista. During operation, the proposed project would include landscaping and a playground area, consistent with the current visual elements of the project area. As such, the proposed project would not have an adverse effect on a scenic vista. No impact would occur, and no further analysis is required.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed as a result of the proposed project.</p>				
<p>Explanation: The Celes King III Pool is identified as a historic resource; however, the project site is not located along or near a designated California Scenic Highway or locally designated scenic highway. The proposed project would occur within the boundaries of the existing Celes King III Pool. The nearest designated scenic highway is Route 110, also known as the Arroyo Seco Historic Parkway, which is located approximately 8.9 miles northeast of the project site. State Highway 1 (Pacific Coast Highway) is located approximately 6 miles southwest of the project site and is an eligible California Scenic Highway. Additionally, a portion of Rodeo Road, located approximately 0.28-miles west of the project site, is a locally designated scenic highway in the <i>West Adams-Baldwin Hills-Leimert Community Plan</i>. However, the project site is not visible from the portion of Rodeo Road which is locally designated as a scenic highway. Additionally, no scenic resources such as groves of trees or rock outcroppings are located on the project site. As such, no impact to scenic resources would occur, and no further analysis is required. Reference: 15 (Mobility Plan 2035), 16 (Community Plan)</p>				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project introduces incompatible visual elements to the project site or visual elements that would be incompatible with the character of the area surrounding the project site.</p>				
<p>Explanation: The project site is located in a highly urbanized area in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The proposed project would demolish the existing Celes King III Pool and convert the site to a community front lawn and playground area.</p> <p>The proposed project would be consistent with Chapter 3, Land Use &amp; Urban Design, of the <i>West Adams-Baldwin Hills-Leimert Community Plan</i>. As discussed in the plan, the focus of the plan is on “elimination of urban decay through the revitalization of underutilized opportunity sites; conserving prevailing neighborhood character; making walking, bicycling, and public transportation convenient, safe, and enjoyable, and providing strategies to fuse previously disconnected neighborhoods together, socially, culturally, as well as structurally.” The proposed project would adhere to the design guidelines discussed in the <i>West Adams-</i></p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p><i>Baldwin Hills-Leimert Community Plan</i> by utilizing the project site as an additional playground area since the existing Celes King III Pool no longer meets the standards for competition pools and a new indoor pool facility would be built as part of the approved <i>Rancho Cienega Sports Complex Project</i>.</p> <p>The proposed project has the potential for short-term aesthetic effects during construction activities due to construction equipment and materials on-site. These effects would be temporary and occur within the project site boundaries. As such, less than significant impacts to visual character would occur, and no further analysis is required. Reference: 16 (Community Plan)</p>				
<p>d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact would occur if the proposed project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional uses that require minimum illumination for proper function, and natural areas.</p>				
<p>Explanation: The project site is currently illuminated by existing lighting on-site, existing lighting within the Rancho Cienega Sports Complex, and adjacent street lights along Rodeo Road to the south. Project construction would occur during daylight hours, and therefore, would not require nighttime lighting. The proposed project would include installation of new security lighting in the front lawn and playground area, which would operate regularly, similar to existing on-site lighting. The nighttime lighting fixtures that would be installed would direct the light to within the landscaped and playground area, and no spillover impacts would occur at surrounding properties. As such, the proposed project would not create a substantial source of light or glare that would result in adverse effects to day/nighttime views of the area. No impact would occur, and no further analysis is required.</p>				
<p><b>2. AGRICULTURE AND FOREST RESOURCES – Would the project:</b></p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.</p>				
<p>Explanation: No prime or unique farmland, or farmland of statewide importance exists within the project area or vicinity. No impact would occur, and no further analysis is required. Reference: 5 (Farmland Mapping and Monitoring Program California Important Farmland Finder)</p>				
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use, or indicated under a Williamson Act contract, from agricultural use to another non-agricultural use.</p>				
<p>Explanation: No land on or near the project site is zoned for or contains agricultural uses. As the City of Los Angeles does not participate in the Williamson Act, there are no Williamson Act properties within the project site. Therefore, no impact would occur, and no further analysis is required. Reference: 6 (California Department of Conservation Williamson Act Maps)</p>				
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined in Public Resources Code Section 4526)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: 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.</p>				
<p>Explanation: The project site is zoned OS-1XL (Open Space). The OS Zone allows for natural resource preserves for the managed production of resources, including forest lands. However, there are no forest land or timberland areas in the vicinity of the project. Therefore, the proposed project would not conflict with the existing zoning or cause rezoning of forest land or timberland resources. No impact would occur, and no further analysis is required. Reference: 13 (LAMC), 17 (ZIMAS)</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: 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.</p>				
<p>Explanation: Refer to item 2 (c) above. No impact would occur, and no further analysis is required.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use.</p>				
<p>Explanation: Refer to items 2 (a) and 2 (c) above. No impact would occur, and no further analysis is required.</p>				
<p><b>3. AIR QUALITY – Would the project:</b></p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project was inconsistent with or obstruct the implementation of the Air Quality Element of the City’s General Plan or the Air Quality Management Plan (AQMP).</p>				
<p>Explanation: The SCAQMD monitors air quality within the project area and the South Coast Air Basin, which includes portions of Los Angeles County containing the project site. The proposed project would demolish the existing Celes King III Pool and convert the site to a community front lawn and playground area. The proposed project would be a passive use during operation, and thus, no long-term air quality impacts are anticipated. An air quality technical report will be prepared for the proposed project to determine whether short-term construction emissions would exceed the emissions budgeted for the project site in the applicable air quality management plan. A detailed analysis of this issue will be included in the EIR. Reference: 22 (SCAQMD)</p>				



Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project violated any SCAQMD air quality standard. The SCAQMD has set thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM<sub>10</sub>) emissions resulting from construction and operation in the South Coast Air Basin.</p>				
<p>Explanation: The proposed project would generate air pollutants as a result of construction emissions. Short-term impacts may result from construction equipment emissions, such as demolition excavators, dump trucks, graders, and worker vehicle exhaust, and from fugitive dust during demolition activities. The proposed project would not likely result in long-term air quality impacts during operations as the proposed project is intended for passive uses. The air quality technical report prepared for the proposed project will evaluate construction air quality impacts. A detailed analysis of this issue will be included in the EIR.</p>				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin exceeds federal and state ambient air quality standards and has been designated as an area of non-attainment by the USEPA and/or California Air Resources Board. The South Coast Air Basin is a non-attainment area for ozone, particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>).</p>				
<p>Explanation: The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for the project-specific impacts. The air quality technical report prepared for the proposed project will evaluate the potential for cumulative air quality impacts. A detailed analysis of this issue will be included in the EIR.</p>				
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
significantly affect sensitive receptors.				
<p>Explanation: The SCAQMD indicates that sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Operation of the proposed project would not be anticipated to generate substantial new sources of pollutant concentrations as the proposed project would be a passive use. The air quality technical report prepared for the proposed project will evaluate the potential for individual receptors to be exposed to unhealthful pollutant concentrations during construction. A detailed analysis of this issue will be included in the EIR.</p>				
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors.</p>				
<p>Explanation: Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. Such odors may be a temporary source of nuisance to adjacent uses; however, odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The odors would be typical of most construction sites and temporary in nature, and would not be considered a significant environmental impact. Operation of the proposed project would not add any new odor sources. As a result, the proposed project's construction and operational activities would not create objectionable odors affecting a substantial number of people. The impact would be less than significant, and no further analysis is required.</p>				
<p><b>4. BIOLOGICAL RESOURCES</b> – Would the project:</p>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited.</p>				
<p>Explanation: Special-status plant species include those listed as Endangered, Threatened, Rare or those species proposed for listing (Candidates) by the United</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW), or those listed by the California Native Plant Society (CNPS).<sup>6,7,8</sup> Sensitive wildlife species are those species listed as threatened or endangered, proposed for listing, or candidate for listing by USFWS and/or CDFW, or considered special status by CDFW. Sensitive habitats are those that are regulated by USFWS, U.S. Army Corps of Engineers, and/or those considered sensitive by the CDFW.</p> <p>The project site is located in the heavily-urbanized West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The site is currently developed with the Celes King III Pool. Because the proposed project would involve demolition and construction within the existing boundary of the Celes King III Pool and no native vegetation exists within the project site, there would be no direct impacts to sensitive plants, wildlife, or vegetation communities. Furthermore, it is not anticipated that any trees would be removed to accommodate project construction. However, temporary indirect impacts to nesting birds in the vicinity of the project site could occur as a result of noise and dust generated during construction. Disturbances related to construction could result in changes in bird behavior, including nest abandonment or decreased feeding frequency, leading to increased nestling mortality. By avoiding vegetation removal during the nesting bird season or conducting pre-construction surveys to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code, indirect impacts to nesting birds would be less than significant, and no further analysis is required.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if riparian habitat or any other sensitive natural community were to be adversely modified.</p>				
<p>Explanation: Sensitive natural communities are those that are designated as rare in the region by the CNDDDB, provide potentially suitable habitat to support special-status plant or wildlife species, or receive regulatory protection (i.e., Section 404 of the Clean Water Act and/or Section 1600 et seq. of the California Fish and Game</p>				

<sup>6</sup> Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (Title 50 Code of Federal Regulations [CFR] 17.12 [listed plants], Title 50 CFR 17.11 [listed animals] and includes notices in the Federal Register for proposed species).

<sup>7</sup> Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (Title 14 California Code of Regulations 670.5).

<sup>8</sup> Plants listed as rare under the California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>Code). Rare communities are given the highest inventory priority.</p> <p>The site occurs in a heavily-urbanized community of the City of Los Angeles and no natural vegetation communities occur on-site. As a result, the proposed project would not adversely affect any sensitive natural community or riparian habitat. No impact would occur, and no further analysis is required. Reference: 7 (CDFW CNDDDB)</p>				
<p>c) Have a substantial adverse 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act would be modified or removed.</p>				
<p>Explanation: The project site occurs in a heavily-urbanized community of the City of Los Angeles and no federal- or state-protected wetlands or other waters coincide with the project site or would be affected by implementation of the project. As a result, no impacts would occur, and no further analysis is required. Reference: 24 (U.S. Fish and Wildlife Service National Wetlands Inventory)</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project interferes or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites.</p>				
<p>Explanation: In an urban context, a wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resource that encourages population growth and diversity. Habitat fragments are isolated patches of habitat separated by otherwise foreign or inhospitable areas, such as urban/suburban tracts or highways. Two types of wildlife migration corridors seen in urban settings are regional corridors, defined as those linking two or more large areas of natural open space, and local corridors, defined as those allowing resident wildlife to access critical resources (food, cover, and water) in a smaller area that might otherwise be isolated by urban development.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>The project site occurs in a heavily-urbanized community of the City of Los Angeles and there are no surface waters, drainages, or other corridors that allow for wildlife movement on or within the vicinity of the project site. The site is not within an established wildlife corridor, and the proposed project would not interfere with the movement of any native wildlife species. As a result, the proposed project would not interfere with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, and would not impede the use of native wildlife nursery sites. Direct impacts are not anticipated. Additionally, no trees exist within the project site; however, nesting birds may avoid the project vicinity due to increased levels of noise or dust during construction. By avoiding vegetation removal during the nesting bird season or conducting pre-construction surveys to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code, indirect impacts to nesting birds would be less than significant, and no further analysis is required.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would cause an impact that is inconsistent with local regulations pertaining to biological resources.</p>				
<p>Explanation: Native tree species that measure four inches or more in cumulative diameter, four and one-half feet above the ground, including native oak (<i>Quercus</i> spp.), southern California black walnut (<i>Juglans californica</i> var. <i>californica</i>), western sycamore (<i>Platanus racemosa</i>), and California bay (<i>Umbellularia californica</i>), are protected by the Los Angeles Municipal Code. Any tree grown or held for sale by a nursery, or trees planted or grown as part of a tree planting program, are not included in the definition of a protected tree. Should any of the species listed above that meet the size requirements need to be removed, relocated, or replaced, the proposed project would comply with the City's protected tree ordinance.</p> <p>The City of Los Angeles Board of Public Works tree removal policy requires replacing street trees at a two-to-one ratio for trees that are removed from the right-of-way. Los Angeles Recreation and Parks (LARAP) also has a tree replacement policy that can be found within the LARAP's Tree Care Manual. The LARAP tree replacement policy requires "whenever trees are removed, the existing trees' aggregate diameter, measures at breast height shall be replacement at an equal or greater rate of caliper of new trees."</p> <p>It is not anticipated that any trees would be removed to accommodate project construction. However, should any trees require removal, the proposed project</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>would comply with the City’s tree removal policies related to protected trees and replacing street trees. As such, impacts would be less than significant, and no further analysis is required. Reference: 19 (Urban Forest Program)</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the cited type.</p>				
<p>Explanation: The project site is located in a heavily-urbanized community of the City of Los Angeles and does not coincide with the boundaries of any adopted Habitat Conservation Plan or Natural Community Conservation Plan. As a result, the proposed project would not conflict with an approved conservation plan. No impact would occur, and no further analysis is required. Reference: 8 (CDFW California Regional Conservation Plans)</p>				
<p><b>5. CULTURAL RESOURCES – Would the project:</b></p>				
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a historical resource (as identified above).</p>				
<p>Explanation: The Celes King III Pool is eligible for listing in the National Register of Historic Places and California Register of Historical Resources. A detailed cultural resources technical report will be prepared for the proposed project, which will assess any potential impacts to significant historical resources, including the Celes King III Pool, in the project area. A detailed analysis of this issue will be included in the EIR.</p>				
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to cause a substantial adverse change in the significance of an archaeological resource which falls under the CEQA Guidelines section cited above.</p>				
<p>Explanation: A detailed cultural resources technical report will be prepared for the proposed project, which will assess any potential impacts to archaeological</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
resources in the project area. A detailed analysis of this issue will be included in the EIR.				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb unique paleontological resources or unique geologic features.				
Explanation: A detailed cultural resources technical report will be prepared for the proposed project, which will assess any potential impacts to paleontological resources in the project area. A detailed analysis of this issue will be included in the EIR.				
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb interred human remains.				
Explanation: A detailed cultural resources technical report will be prepared for the proposed project, which will assess any potential impacts to human remains in the project area. A detailed analysis of this issue will be included in the EIR.				
<b>6. GEOLOGY AND SOILS – Would the project:</b>				
a) Expose people or structures to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located within a state-designated Alquist-Priolo Zone or other designated fault zone and appropriate building practices were not followed.				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>Explanation: The project site is not located within a State of California Earthquake Fault Zone/Alquist-Priolo Special Study Zone. The project site is located in a seismically active area, as is most of southern California. The Newport-Inglewood fault is the closest fault to the project site and is located approximately 1.3 miles southwest of the site. Additionally, an active trace of the Newport-Inglewood fault may be within approximately 0.5-miles from the southwest portion of the project site. However, no active faults are known to cross the project site. Following demolition of the Celes King III Pool, the project site would be graded, landscaped, and converted to a community front lawn and playground area. The proposed project does not include the construction of any habitable structures. Therefore, the proposed project would not expose people or structures to potential adverse effects from the rupture of a known earthquake fault. No impact would occur, and no further analysis is required. Reference: 4 (Seismic Hazard Zone Report)</p>				
<p>ii) Strong seismic ground shaking?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project design did not comply with building code requirements intended to protect people from hazards associated with strong seismic ground shaking.</p>				
<p>Explanation: As with most locations in southern California, the project site is susceptible to ground shaking during an earthquake. As indicated in item 6 (a)(i) above, the project site is not located within an Alquist-Priolo Special Study Zone, and thus the potential for hazards associated with strong seismic ground shaking, such as ground surface rupture, affecting the site is considered low. Following demolition of the Celes King III Pool, the project site would be graded, landscaped, and converted to a community lawn and playground area. The proposed project does not include the construction of any habitable structures. Therefore, the impact from strong seismic ground shaking would be less than significant, and no further analysis is required.</p>				
<p>iii) Seismic-related ground failure, including liquefaction?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would be located in an area identified as having a high risk of liquefaction and appropriate design measures required within such designated areas were not incorporated into the project.</p>				
<p>Explanation: The project site is located within a state- and City-designated liquefaction area. However, the proposed project does not propose to construct any structures that would be susceptible to liquefaction. Following the</p>				



Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>demolition of the Celes King III Pool, the project site would be graded, landscaped, and converted into a community lawn and playground area. Therefore, impacts from seismic-related ground failure, including liquefaction, would be less than significant, and no further analysis is required. Reference: 4 (Seismic Hazard Zone Report), 14 (General Plan)</p>				
<p>iv) Landslides?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located in a hillside area with soil conditions that would suggest high potential for sliding and appropriate design measures were not implemented.</p>				
<p>Explanation: The project site is located in an area that is relatively flat and is not identified as a potential landslide hazard area by state or City. Additionally, the project site is not located within a City-designated hillside area or earthquake induced landslide area. The proposed project would not include the construction of any habitable structures. Therefore, the proposed project would not expose people or structures to potential adverse effects from landslides. No impact would occur, and no further analysis is required. Reference: 2 (Landslide Inventory Map), 14 (General Plan)</p>				
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to expose large areas to the erosion effects of wind or water for a prolonged period of time.</p>				
<p>Explanation: The proposed project would include ground-disturbing activities, such as grading, compaction of soil, and landscaping. These activities could result in the potential for erosion to occur at the project site, though soil exposure would be temporary and short-term in nature. Prior to construction activities, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and identify structural and non-structural Best Management Practices to be implemented during the construction phase. The SWPPP would be implemented to minimize soil erosion and runoff, and would include stabilizing and protecting disturbed areas, retaining sediment within the construction area, and use of temporary measures (i.e. silt fences, gravel bag barriers, temporary drainage inlet protection). The project site would be graded, landscaped, and converted to a community lawn and playground area following demolition of the Celes King III Pool. No large areas of exposed soil would exist that would be exposed to the effects of erosion by wind or water. The impact would be less than significant, and no further analysis is required.</p>				
<p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project,</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
<p>Standard: A significant impact may occur if the proposed project was built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.</p>				
<p>Explanation: One of the major types of liquefaction induced ground failure is lateral spreading of mildly sloping ground. Lateral spreading involves primarily side-to-side movement of earth materials due to ground shaking, and is evidenced by near-vertical cracks to predominantly horizontal movement of the soil mass involved. As discussed in items 6 (a)(iii) and 6 (a)(iv), the project site is located in an area identified as being at risk for liquefaction, but is not located within a designated hillside area. All demolition and construction work would adhere to the latest version of the <i>City of Los Angeles Building Code</i> and other applicable federal, state, and local codes relative to liquefaction criteria. Following demolition of the Celes King III Pool, the project site would be graded, landscaped, and converted to a community lawn and playground area. The proposed project does not include any habitable structures. Therefore, the impact would be less than significant, and no further analysis is required.</p> <p>Subsidence is the lowering of surface elevation due to changes occurring underground, such as the extraction of large amounts of groundwater, oil, or gas. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs, which can lead to subsidence. However, the proposed project does not anticipate the extraction of any groundwater, oil, or gas from the project site. Therefore, no impacts to subsidence would occur and no further analysis is required.</p> <p>Collapsible soils consist of loose dry materials that collapse and compact under the addition of water or excessive loading. Collapsible soils are prevalent throughout the southwestern United States, specifically in areas of young alluvial fans. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. According to a geotechnical investigation conducted for the <i>Rancho Cienega Sports Complex Project</i>, the portion of the Rancho Cienega Sports Complex where the project site is located is mapped as clay and sand of pre-development marshlands. Nonetheless, the proposed project would not include the construction of any habitable structures. As such, impacts associated with on- or off-site landslides, lateral spreading, subsidence, and collapses would be less than significant, and no further analysis is required. Reference: 12 (IS/MND for Rancho Cienega)</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.</p>				
<p>Explanation: Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. According to a geotechnical investigation conducted for the <i>Rancho Cienega Sports Complex Project</i>, the portion of the Rancho Cienega Sports Complex where the project site is located is mapped as clay and sand of pre-development marshlands. Nonetheless, the proposed project does not include the construction of any habitable structures. Therefore, the proposed project would not create a substantial risk to life or property resulting from expansive soils. Impacts would be less than significant, and no further analysis is required. Reference: 12 (IS/MND for Rancho Cienega)</p>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were built on soils that were incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system, and such a system was proposed.</p>				
<p>Explanation: Construction and operation of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact associated with the use of such systems would occur, and no further analysis is required.</p>				
<p><b>7. GREENHOUSE GAS EMISSIONS</b> – Would the project:</p>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project would generate substantial greenhouse gas emissions during construction or operation.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>Explanation: The proposed project would generate greenhouse gas emissions as a result of demolition of the Celes King III Pool and grading activities. Construction-related emissions would be generated from off-road demolition equipment and on-road vehicle exhaust. The proposed project would not generate greenhouse gas emissions during operations as the proposed project is intended for passive uses. The greenhouse gases technical report prepared for the proposed project will evaluate construction-related greenhouse gas emissions impacts. A detailed analysis of this issue will be included in the EIR.</p>				
<p>b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project would conflict with adopted plans, policies, or regulations to reduce greenhouse gas emissions.</p>				
<p>Explanation: As discussed in item 7(a), the proposed project would generate greenhouse gas emissions during demolition and grading activities. In addition to analyzing impacts related to such emissions, the EIR will also include a detailed analysis of the proposed project's compliance with applicable plans, policies, and regulations adopted for the purpose of reducing greenhouse gas emissions.</p>				
<p><b>8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b></p>				
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project involved the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions.</p>				
<p>Explanation: A preliminary survey conducted for the <i>Rancho Cienega Sports Complex Project</i> determined that the Celes King III Pool may contain asbestos-containing materials (ACMs) and lead based paint (LBP). As such, a detailed analysis of this issue will be included in the EIR.</p> <p>Operation of the proposed project would not require routine transport, storage, use, and disposal of hazardous materials as the community front lawn and playground area would be passive uses. Therefore, project operation would not pose a significant hazard to the public or the environment. No operational impact related to hazardous materials would occur. Reference: 12 (IS/MND for Rancho Cienega)</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>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?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project involved a risk of accidental explosion or utilized substantial amounts of hazardous materials as part of its routine operations that could potentially pose a hazard to the public under accident or upset conditions.</p>				
<p>Explanation: Refer to item 8 (a) above.</p> <p>ACMs are materials that contain asbestos, a naturally-occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, potential for exposure when ACMs become damaged to the extent that asbestos fibers become airborne and are inhaled. These airborne fibers are carcinogenic and can cause lung disease. The age of a building is directly related to its potential for containing elevated levels of ACMs. Asbestos was utilized routinely in many building materials until 1978.</p> <p>LBP, which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACMs, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance could result in hazardous exposure. In 1978, the use of LBP was federally banned by the Consumer Product Safety Commission. Therefore, structures built before 1978 are likely to contain LBP, as well as those built shortly thereafter, as the phase-out of LBP was gradual. The Celes King Pool III building was constructed in the 1960s.</p> <p>A preliminary survey conducted for the <i>Rancho Cienega Sports Complex Project</i> determined that the Celes King III Pool may contain ACMs and LBP. As such, a detailed analysis of this issue will be included in the EIR. Reference: 12 (IS/MND for Rancho Cienega)</p>				
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located within one-quarter mile of an existing or proposed school site and were projected to release toxic emissions which pose a hazard beyond regulatory thresholds.</p>				

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<p>Explanation: There are two schools located within a 0.25-mile radius of the project site: Dorsey High School, located east of the project site at 3537 Farmdale Road, and View Park Continuation High School, also located east of the project site at 4701 Rodeo Road. In addition, a child care facility, the Ira C. Massey Child Care Center, is located directly north of the project site within the Rancho Cienega Sports Complex. A preliminary survey conducted for the <i>Rancho Cienega Sports Complex Project</i> determined that the Celes King III Pool may contain ACMs and LBP. As such, a detailed analysis of this issue will be included in the EIR. Reference: 12 (IS/MND for Rancho Cienega)</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the state Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the project site is included on any of the above referenced lists and, therefore, would pose an environmental hazard to surrounding sensitive uses</p>				
<p>Explanation: The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and spills, leaks, investigations, and cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency’s database of regulated facilities. Although no hazardous materials sites exist on the project site, the Rancho Cienega Recreation Center is listed as a land disposal site with a completed cleanup status as of May 26, 2016. In addition, several leaking underground storage tank cleanup sites, two school investigation sites, and one cleanup site exist in the project vicinity. While unlikely, should contaminated soils be encountered during construction of the proposed project, excavated material (e.g., soil) would be monitored and tested prior to disposal. Excavated material that is deemed hazardous would be subject to strict federal, state, and local regulations for its handling, transport, and disposal. These activities would occur under the oversight of the Department of Toxic Substances Control, State Water Resources Control Board, and City of Los Angeles Fire Department. Adherence to federal, state, and local standards would minimize the risk to the public or the</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
environment. Therefore, the impact would be less than significant, and no further analysis is required. Reference: 10 (EnviroStor), 11 (Geotracker), 23 (Envirofacts)				
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project site were located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard.				
Explanation: The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. The project site is located approximately 5.3 miles east of the Santa Monica Municipal Airport and 5.6 miles northeast of the Los Angeles International Airport. Therefore, no safety hazard associated with proximity to an airport is anticipated for the proposed project. No impact would occur, and no further analysis is required. Reference: 1 (AirNav)				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the project would result in a safety hazard for people residing or working in the project area because of its location near a private airstrip.				
Explanation: The project site is not located within the vicinity of a private airstrip. Therefore, no safety hazard from proximity to a private airport or airstrip is anticipated from the proposed project. No impact would occur, and no further analysis is required. Reference: 1 (AirNav)				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the proposed project were to substantially interfere with roadway operations used in conjunction with an emergency response plan or evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such plan.				
Explanation: During construction activities, vehicles and equipment would access the project site via the entrance off Rodeo Road. No road or lane closures are anticipated during demolition and construction activities. Project activities would				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>be confined to the project site with the exception of haul trucks and dump trucks. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. In addition, operation of the proposed project would not alter the adjacent street system. Therefore, construction and operation of the proposed project would not impair or interfere with implementation of an adopted emergency response plan or emergency evacuation plan. The impact would be less than significant, and no further analysis is required.</p>				
<p>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located in a wild land area and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire.</p>				
<p>Explanation: The project site is not located within a designated High Fire Hazard Severity Zone according to the <i>City of Los Angeles General Plan</i>. The project site and surrounding areas are completely developed and there are no wildlands adjacent to the site. Therefore, no impact related to wildland fires would occur, and no further analysis is required. Reference: 14 (General Plan)</p>				
<p><b>9. HYDROLOGY AND WATER QUALITY – Would the project:</b></p>				
<p>a) Violate any water quality standards or waste discharge requirements?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project discharged water which did not meet the quality standards of agencies which regulate surface water quality and water discharge into storm-water drainage systems.</p>				
<p>Explanation: The proposed project would not violate a water quality standard or waste discharge requirement. Demolition and construction activities, such as grading, would result in the disturbance of soil and temporarily increase the potential for soil erosion. Additionally, construction activities and equipment would require the on-site use and storage of fuels and lubricants. Storm events occurring during the construction phase would have the potential to carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters. However, BOE or its contractor would prepare a SWPPP prior to construction that would identify standard Best Management Practices to control runoff from the project site. Therefore, impacts on water quality from construction</p>				



Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>activities would be less than significant, and no further analysis is required.</p> <p>Upon completion of the proposed project, storm flows would be directed to the existing municipal storm drain system. There would be no exposed soil remaining at the completion of landscaping activities; therefore, there would be no potential for soil erosion or contamination. No long-term impact to water quality would occur during project operations.</p>				
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow.</p>				
<p>Explanation: The proposed project includes the demolition of the Celes King III Pool and installation of a community front lawn and playground area following demolition activities. The proposed project would not require excavation that would encounter groundwater or affect the rate of groundwater recharge, or involve the extraction of groundwater. Therefore, no impact would occur, and no further analysis is required.</p>				
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project resulted in a substantial alteration of drainage patterns that resulted in a substantial increase in erosion or siltation during construction or operation of the project</p>				
<p>Explanation: There are no streams or rivers located nearby that would be affected by the proposed project. The proposed project would be located within previously developed and disturbed areas. Construction activities would temporarily increase the potential for erosion due to excavation. However, the proposed project would implement standard Best Management Practices that would minimize impacts</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>during construction. Construction of the proposed Project would include installation of storm water and drainage infrastructure in the playground area. However, all drainage flows, including storm water that would infiltrate directly into the soil in the community lawn area, would be routed through on-site storm water facilities which would connect to the existing storm water infrastructure. As such, operation of the proposed project would not result in alteration of the existing drainage pattern that would result in a substantial increase in erosion or siltation. Impacts associated with altering the existing drainage pattern of the site would be less than significant, and no further analysis is required.</p>				
<p>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project resulted in increased runoff volumes during construction or operation of the proposed project that would result in flooding conditions affecting the project site or nearby properties.</p>				
<p>Explanation: As discussed in item 9 (a), there are no streams or rivers located nearby that would be affected by the proposed project. The proposed project would be located within previously developed and disturbed areas. Construction activities would temporarily increase the potential for erosion due to excavation. However, the proposed project would implement standard Best Management Practices that would minimize impacts during construction. Construction of the proposed Project would include installation of storm water and drainage infrastructure in the community lawn area. However, all drainage flows would be routed through the on-site storm water facilities which would connect to the existing storm water infrastructure. As such, operation of the proposed project would not result in a substantial increase alteration of the existing drainage pattern that would result in on- or off-site flooding. Impacts would be less than significant, and no further analysis is required.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the volume of runoff were to increase to a level which exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.				
Explanation: Prior to demolition of the Celes King III Pool, the existing pool would be drained into the existing sewer system. Demolition and construction water needs would generate minimal quantities of discharge water, which would drain into storm drains located within or adjacent to the project site. As discussed in item 9(c), following the demolition of the Celes King III Pool, the proposed project would install storm water and drainage infrastructure in the community lawn area, which would connect to existing storm water infrastructure. During operation, the proposed project would result in a decreased the amount of impervious surfaces as the project site would contain a landscaped area. The landscaped area would require routine watering, similar to other landscaped areas within the Rancho Cienega Sports Complex. Therefore, the proposed project would not contribute runoff water exceeding the capacity of stormwater drainage systems. As discussed, Best Management Practices would be implemented to control runoff from the project site during the construction phase. The impact would be less than significant, and no further analysis is required.				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if a project included potential sources of water pollutants and potential to substantially degrade water quality.				
Explanation: Other than the construction sources of pollutants described previously (i.e., fuels from construction equipment, etc.), the proposed project would not include other potential sources of contaminants that could degrade water quality. Additionally, as discussed in above, standard Best Management Practices would be implemented to control runoff from the project site during construction to prevent the degradation of water quality. Therefore, impacts to water quality would be less than significant, and no further analysis is required.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>Standard: A significant impact may occur if the proposed project placed housing within a 100-year flood zone.</p>	<p>Explanation: No 100-year flood zones coincide with the project site. According to Flood Insurance Rate Map Number 06037C1615F, the entire project site is located within an area designated as Zone X, which is categorized as an area that is within a 500-year flood zone. Notwithstanding, the proposed project does not include construction of housing. Therefore, the proposed project would not place housing within a 100-year flood zone. No impact would occur, and no further analysis is required. Reference: 21 (FEMA)</p>			
<p>h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located within a 100-year flood zone and would impede or redirect flood flows.</p>	<p>Explanation: As noted in item 9 (g) above, the project site is not located within a 100-year flood hazard area. The proposed project includes the demolition of the Celes King III Pool and installation of a community front lawn and playground area following demolition activities. As such, no structures would be placed within a 100-year flood hazard area as part of the proposed project. No impact would occur, and no further analysis is required.</p>			
<p>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death.</p>	<p>Explanation: According to the <i>City of Los Angeles General Plan Safety Element</i>, the project site is located within the potential inundation area of the Hollywood Reservoir and the Silver Lake Reservoir. The inundation area is based on an assumed catastrophic failure of dams during peak storage capacity. The inundation boundary shown on the map encompasses all probable routes that a flood might follow after exiting a dam; thus, the map shows a very large and conservative inundation area. However, all dams are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Catastrophic failure of a major dam as a result of an earthquake is regarded as unlikely. Current design and construction practices and ongoing review, modification, and dam reconstruction programs are intended to ensure that</p>			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>all dams are capable of withstanding the maximum magnitude earthquake for the site. Therefore, the potential for the project site to be inundated as a result of a dam failure, and potential exposure of people and structures to flooding due to dam failure, is low. Impacts would be less than significant.</p> <p>Additionally, the proposed project would not construct any habitable structures that would be vulnerable to flooding or inundation in the event of a dam break, and would not impede or redirect flood flows in the project area. In the event of an emergency, the City has adopted emergency evacuation procedures that would be implemented in the case of a dam break. Therefore, the proposed project would not result in exposure of people or structures to significant risk of loss, injury or death related to flooding or dam inundation. Impacts would be less than significant, and no further analysis is required. Reference: 14 (General Plan)</p>				
<p>j) Inundation by seiche, tsunami, or mudflow?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located in an area with inundation potential due to seiche, tsunami, or mudflow.</p>				
<p>Explanation: Seiches are large waves generated in enclosed bodies of water in response to ground shaking. The project site is not located near an enclosed large body of water that could experience seiches during an earthquake. Thus, no impact would occur, and no further analysis is required.</p> <p>Tsunamis are tidal waves generated in large bodies of water caused by fault displacement or major ground movement. Hazardous tsunamis, which are rare along the Los Angeles coastline, have the potential to cause flooding in the low-lying coastal area. The project site is located approximately 7.2 miles from the Pacific Ocean and is not located within a tsunami hazard area. Therefore, no impact would occur, and no further analysis is required.</p> <p>As discussed in item 6 (a)(iv), the project site is not located within a City-designated hillside area and would not be subject to a landslide. Therefore, no impact associated with inundation from mudflow would occur, and no further analysis is required.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<b>10. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community.</p>				
<p>Explanation: The proposed project is located within the existing Rancho Cienega Sports Complex in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The proposed project would demolish the existing Celes King III Pool, cover the project site with landscaping, and convert the area to a playground area. Neither construction nor operation of the proposed project would include features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community. Therefore, the proposed project would not physically divide an established community. No impact would occur, and no further analysis is required.</p>				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were inconsistent with the <i>General Plan</i>, or other applicable plan, or with the site’s zoning if designated to avoid or mitigate a significant potential environmental impact.</p>				
<p>Explanation: The project site is located entirely within the City of Los Angeles in the West Adams-Baldwin Hills-Leimert Community Plan Area. The <i>West Adams-Baldwin Hills-Leimert Community Plan</i> is one of 35 community plans that comprise the land use element of the <i>City of Los Angeles General Plan</i>. The community plan establishes the goals, objectives, policies, and programs applicable to the West Adams-Baldwin Hills-Leimert Community Plan Area.</p> <p>The City’s current zoning designation for the project site is OS-1XL (Open Space). The site is designated as Open Space by the <i>General Plan</i>. No new land uses would be introduced at the project site. Following demolition of the Celes King III Pool, the project site would be landscaped and converted to a community lawn and playground area. Therefore, the proposed project would not conflict with the existing zoning or <i>General Plan</i> designations for the project site. No impact would</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>occur, and no further analysis is required.</p> <p>The proposed project is also consistent with the goals and policies set forth in the City’s community plan. The <i>West Adams-Baldwin Hills-Leimert Community Plan</i> advocates improving the utilization and development of recreational facilities at existing parks as well as accommodating active parklands. As such, the proposed project would be consistent with land use plans and policies contained in the <i>West Adams-Baldwin Hills-Leimert Community Plan</i>. Accordingly, no impacts to applicable land use plans would occur, and no further analysis is required. Reference: 16 (Community Plan)</p>				
<p>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan and would conflict with such plan.</p>				
<p>Explanation: As previously discussed in item 4 (d), the project site is not located in a habitat conservation plan or a natural community conservation plan area. As such, the proposed project would not conflict with the provisions of an approved conservation plan. No impact would occur, and no further analysis is required.</p>				
<p><b>11. MINERAL RESOURCES – Would the project:</b></p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the project were located in an area used or available for extraction of a regionally important mineral resource, if the project converted an existing or potential present or future regionally-important mineral extraction use to another use, or if a project affected access to such a site.</p>				
<p>Explanation: No mineral resources are identified within the project site. No impact would occur, and no further analysis is required. Reference: 3 (California Department of Conservation Mineral Lands Classification)</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if a project were located in an area used or available for extraction of a locally-important mineral resource and the project converted such a resource to another use or affected access to such a site.</p>				
<p>Explanation: No mineral resources are identified within the project site. No impact would occur, and no further analysis is required and the EIR will include a brief discussion of this issue. Reference: 14 (General Plan)</p>				
<p><b>12. NOISE</b> – Would the project result in:</p>				
<p>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project generated noise levels exceeding the standards for ambient noise as established by the <i>General Plan</i> and Municipal Code or exposed persons to that increased level of noise.</p>				
<p>Explanation: The proposed project may generate increased noise levels during demolition and grading activities. A technical noise analysis will be prepared for the proposed project that will assess the potential for short-term increases in noise levels and any associated impacts. A detailed analysis of this issue will be included in the EIR.</p>				
<p>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project were to expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.</p>				
<p>Explanation: Construction activities associated with the proposed project may generate groundborne vibration from the use of heavy equipment. The technical noise analysis prepared for the proposed project will evaluate the potential for groundborne noise and vibration, as well as any associated impacts. A detailed analysis of this issue will be included in the EIR.</p>				
<p>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
Standard: A significant impact may occur if the project were to substantially and permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project.				
Explanation: Refer to item 12 (a) above. A detailed analysis of this issue will be included in the EIR.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the project were to create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project.				
Explanation: Refer to item 12 (a) above. A detailed analysis of this issue will be included in the EIR.				
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the project site were located within two miles of an airport.				
Explanation: The project site is not located within an airport land use plan. The project site is located approximately 5.3 miles east of the Santa Monica Municipal Airport and 5.6 miles northeast of the Los Angeles International Airport. Due to the distance from the nearest airport, the proposed project would not expose people working or residing in the project area to excessive noise. No impact would occur, and no further analysis is required. Reference: 1 (AirNav)				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the project site were located within two miles of a private airstrip.				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>Explanation: The project site is not located near a private airstrip. The closest private airstrip, the Goodyear Blimp Base Airport, is located approximately 12.1 miles south of the project site. No impact would occur, and no further analysis is required. Reference: 1 (AirNav)</p>				
<p><b>13. POPULATION AND HOUSING – Would the project:</b></p>				
<p>a) Induce substantial 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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if population growth is induced in an area, either directly or indirectly, such that the population of the area may exceed the planned population of that area.</p>				
<p>Explanation: The proposed project would demolish an existing building and convert the area to a community lawn and playground area. The proposed project would not directly or indirectly induce substantial population growth because it does not include a residential or commercial element. No impact would occur, and no further analysis is required.</p>				
<p>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the project would result in a net loss of 15 single-family dwellings or 25 dwellings in multi-family housing.</p>				
<p>Explanation: The project site does not contain any housing or residential uses. As such, no housing would be displaced or changed as a result of the proposed project. No impact would occur, and no further analysis is required.</p>				
<p>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the project would result in a net loss of 15 single-family dwellings or 25 dwellings in multi-family housing.</p>				
<p>Explanation: No housing currently exists on the project site and the proposed project would not displace any population. No impact would occur, and no further analysis is required.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<b>14. PUBLIC SERVICES –</b>				
<p>a) Would the project 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:</p>				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the proposed project based on response time, access, or fire hydrant/water availability.</p>				
<p>Explanation: The proposed project does not include new housing or non-residential development that would substantially increase the residential or employee populations in the area; thus, the demand for fire protection services would not substantially increase. The proposed project would demolish the Celes King III Pool in accordance with the latest version of the <i>City of Los Angeles Building Code</i>. As such, the proposed project would not increase fire hazards or substantially increase the demand for fire protection services. Therefore, no impact to fire protection services would occur, and no further analysis is required.</p>				
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.</p>				
<p>Explanation: As previously stated in item 14 (a)(i), the proposed project would not directly result in an increase in residential populations or a substantial increase in employee populations. During demolition activities, BOE would implement standard site security features, such as fencing, to secure the project site. Following the demolition of the Celes King III Pool, the project site would be graded, landscaped, and converted to a playground area and is not expected to generate additional calls for police protection service as the project site would be a passive use. As such, implementation and operation of the proposed project would not increase the need for additional police protection services or adversely affect service ratios or response times. No impact to police protection services would occur, and no further analysis is required.</p>				

INITIAL STUDY  
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project includes substantial employment or population growth that could generate demand for school facilities that exceeded the capacity of the school district responsible for serving the project site.</p>				
<p>Explanation: The proposed project would not induce employment or population growth, either directly or indirectly, and would therefore not increase the demand for schools in the area. No impact would occur, and no further analysis is required.</p>				
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the recreation and park services available could not accommodate the population increase resulting from the implementation of the proposed project.</p>				
<p>Explanation: The project site is currently developed with an indoor pool. The proposed project would demolish the existing Celes King III Pool and convert the area to a community front lawn and playground facilities. As previously discussed, the construction of the proposed project would not induce growth, either directly or indirectly, and therefore, would not increase the demand for recreation in the area. In addition, the approved <i>Rancho Cienega Sports Complex Project</i> would construct a new indoor pool facility. There are three additional indoor pools located within a five-mile radius of the project site, including Laces Aquatic Center, Eleanor Green Robert Aquatic Center, and LA84 Foundation/John C. Argue Swim Stadium. Therefore, no impacts to parks would occur, and no further analysis is required. Reference: 20 (LARAP)</p>				
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: Projects that do not result in a net increase of 75 residential units normally would not have a significant impact on public libraries.</p>				
<p>Explanation: Construction and operation of the proposed project would not induce growth, either directly or indirectly, and, therefore, would not increase the demand for or use of libraries or other public facilities in the area. Therefore, no impact to other public facilities would occur, and no further analysis is required.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<b>15. RECREATION –</b>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project includes substantial employment or population growth that may generate demand for public park facilities that exceed the capacity of existing parks.</p>				
<p>Explanation: The proposed project would demolish the existing Celes King III Pool. As previously discussed, the approved <i>Rancho Cienega Sports Complex Project</i> would construct a new indoor pool facility, and there are three indoor pools located within a five-mile radius of the project site, including Laces Aquatic Center, Eleanor Green Robert Aquatic Center, and LA84 Foundation/John C. Argue Swim Stadium. The demand for parks and recreational facilities is generally associated with an increase in housing or population. Construction workers would be drawn from the existing workforce in the region. As such, construction of the proposed project would not generate new permanent residents that would substantially increase the use of existing parks and recreational facilities. Following demolition of the Celes King III Pool, the project site would be landscaped and be a passive use. Therefore, the proposed project would not induce growth, either directly or indirectly, and, therefore, would not increase the demand for parks or other recreational facilities in the area. No impacts would occur, and no further analysis is required.</p>				
<p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment.</p>				
<p>Explanation: The proposed project would demolish the existing Celes King III Pool and convert the area to a community front lawn and playground facilities. Current playground facilities at the <i>Rancho Cienega Sports Complex</i> are planned to be demolished as part of the <i>Rancho Cienega Sports Complex Project</i> due to the age and dilapidated state of the playground. Therefore, the proposed project would improve the recreational services available within the local community by providing a new playground facility. As such, impacts would be less than significant, and no further analysis is required.</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<b>16. TRANSPORTATION/TRAFFIC – Would the project:</b>				
<p>a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.</p>				
<p>Explanation: The proposed project would demolish the existing Celes King III Pool and convert the area to a community lawn and playground area. Traffic may be affected temporarily due to construction activities. A traffic study will be prepared for the proposed project, including an analysis of construction traffic impacts. A detailed analysis of this issue will be included in the EIR.</p>				
<p>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project causes a conflict with an applicable congestion management program.</p>				
<p>Explanation: The proposed project would demolish the existing Celes King III Pool and convert the area to a playground area with landscaping. Project-related traffic impacts may potentially occur during construction activities only. The County of Los Angeles Congestion Management Program level of significance thresholds are not intended to be applied to construction activities. No traffic impacts are anticipated to occur during project operation due to the passive nature of the project. Therefore, no impact would occur, and no further analysis is required.</p>				
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>Standard: A significant impact may occur if the proposed project changed air traffic patterns, including either an increase in traffic levels or a change in location the resulted in substantial safety risks.</p>				
<p>Explanation: The project site is located approximately 5.3 miles east of the Santa Monica Municipal Airport and 5.6 miles northeast of the Los Angeles International Airport. Neither construction nor operation of the proposed project would affect air traffic patterns. No impact to air traffic patterns would occur, and no further analysis is required.</p>				
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses.</p>				
<p>Explanation: The project site is located entirely within the existing site of the Celes King III Pool at the Rancho Cienega Sports Complex. The proposed project would demolish the existing Celes King III Pool and convert the area to a playground area with landscaping. No roads would be constructed as part of the proposed project and the proposed project would be consistent with the existing land use. Therefore, the proposed project would not increase hazards to a design feature or have any incompatible uses. No impact would occur, and no further analysis is required.</p>				
<p>e) Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project resulted in inadequate emergency access.</p>				
<p>Explanation: Rodeo Road and Martin Luther King Jr. Boulevard have been designated as “selected disaster routes” in the <i>City of Los Angeles General Plan Safety Element</i>. However, construction of the proposed project would occur completely within the boundaries of the project site located within the Rancho Cienega Sports Complex. No road or lane closures are anticipated during demolition and construction activities. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. In addition, operation of the proposed project would not alter the adjacent street system. Therefore, the proposed project would not affect emergency access or result in inadequate emergency access. No impact would occur, and no further analysis is required. Reference: 14 (General Plan)</p>				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation.				
Explanation: The project site lies entirely within the boundaries of the Rancho Cienega Sports Complex. The existing sidewalk fronting the project site along Rodeo Road and any bus stops would remain accessible during and after construction in order to ensure safe pedestrian travel and convenient transit access. As such, no impact to alternative transportation modes or supporting programs would occur, and no further analysis is required.				
<b>17. TRIBAL CULTURAL RESOURCES</b> – Would the project cause a substantial adverse change in the significance of a tribal cultural resources, 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), or?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a tribal resource (as identified above).				
Explanation: A cultural resources technical report will be prepared for the proposed project, which will identify any significant tribal cultural resources in the project area, and will assess any potential impacts to such resources. A detailed analysis of this issue will be included in the EIR.				
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a tribal resource (as identified above).				
Explanation: A cultural resources technical report will be prepared for the				



Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>proposed project, which will identify any significant tribal cultural resources in the project area, and will assess any potential impacts to such resources. A detailed analysis of this issue will be included in the EIR.</p>				
<p><b>18. UTILITIES AND SERVICE SYSTEMS – Would the project:</b></p>				
<p>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project exceeds wastewater treatment requirements of the local regulatory governing agency.</p>				
<p>Explanation: The proposed project would demolish the Celes King III Pool and convert the area to a community front lawn and playground area. Wastewater generated by project-related construction and operation activities would be collected and transported through existing local, trunk, and mainline sewers. The quality of wastewater from the proposed project is expected to be typical and would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. Impacts would be less than significant, and no further analysis is required.</p>				
<p>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project resulted in the need for new construction or expansion of water or wastewater treatment facilities that could result in an adverse environmental effect that could not be mitigated.</p>				
<p>Explanation: The proposed project would demolish the Celes King III Pool and convert the area to a community front lawn and playground area, which would require water supply and generate wastewater. Prior to demolition of the Celes King III Pool, the existing pool would be drained. Following demolition and construction activities, the proposed project would require and generate a nominal amount of water and wastewater for landscaping. As such, the proposed project is not expected to require or result in the construction of new or expansion of existing water or wastewater facilities. Impacts would be less than significant, and no further analysis is required.</p>				

<b>Issues</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the volume of storm water runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site.				
Explanation: The proposed project would include the installation of new stormwater and drainage infrastructure for the landscaped area. However, these improvements would not result in the need for new or expanded storm drain facilities elsewhere in the system that could result in significant impacts, as the project site currently includes drainage facilities, and the entire project site is limited in size. Therefore, the construction and operation of the proposed project would result in less than significant impacts to the storm drain system, and no further analysis is required.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the proposed project's water demands would exceed the existing water supplies that serve the site.				
Explanation: The City of Los Angeles Department of Water and Power provides potable water to the project area. The proposed project would require a nominal amount of water for construction activities and for landscaping during operation of the project. Impacts would be less than significant, and no further analysis is required.				
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the proposed project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.				
Explanation: Refer to items 18 (a) and 18 (b) above. Impacts would be less than significant, and no further analysis is required.				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional waste.</p>				
<p>Explanation: During construction, solid waste would be generated from demolition of the existing Celes King III Pool and from general construction debris. The proposed project would haul away approximately 14,000 cubic yards of demolition debris. There are no City-owned landfills currently in operation; therefore, waste from the proposed project would be hauled to private or County-operated landfills. The City standard for public works requires demolition debris to be recycled where feasible. Following construction, the project would not generate substantial amounts of solid waste. Therefore, the impact would be less than significant, and no further analysis is required. Reference: 9 (CalRecycle), 18 (LASAN)</p>				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would generate solid waste that was in excess of or was not disposed of in accordance with applicable regulations.</p>				
<p>Explanation: The proposed project would be demolished, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City standards regarding solid waste disposal. The impact would be less than significant, and no further analysis is required.</p>				
<p><b>18. MANDATORY FINDINGS OF SIGNIFICANCE</b></p>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Explanation: As discussed in item 4, Biological Resources, of the Environmental Screening Checklist, impacts are less than significant. However, the proposed</p>				

INITIAL STUDY  
PUBLIC WORKS – BUREAU OF ENGINEERING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>project has the potential to impact historical resources, as discussed in item 5, Cultural Resources. As such, potential impacts related to cultural resources will be evaluated in the EIR.</p>				
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a 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)?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Explanation: The EIR will contain an analysis of potential cumulatively considerable impacts associated with the proposed project. A detailed analysis of this issue will be included in the EIR.</p>				
<p>c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Explanation: A detailed analysis of this issue will be included in the EIR.</p>				
<p>d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Explanation: The proposed project could potentially result in environmental effects that may cause adverse effects on human beings with regard to the following environmental areas discussed in this Initial Study: air quality, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation and traffic. A detailed analysis of these issues will be included in the EIR.</p>				



## **Comments Received on the Notice of Preparation**

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EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX  
DIRECTOR

**Notice of Preparation**

June 21, 2018

To: Reviewing Agencies

Re: Rancho Cienega Celes King III Pool Demolition Project  
SCH# 2018061048

Attached for your review and comment is the Notice of Preparation (NOP) for the Rancho Cienega Celes King III Pool Demolition Project draft. Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**James R Tebbetts**  
**City of Los Angeles**  
**1149 South Broadway, Suite 600, MS 939**  
**Los Angeles, CA 90015**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

  
Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2018061048  
**Project Title** Rancho Cienega Celes King III Pool Demolition Project  
**Lead Agency** Los Angeles, City of

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**Type** NOP Notice of Preparation  
**Description** The proposed Rancho Cienega Celes King III Pool Demolition Project would demolish the Celes King III Indoor Pool building and pool and convert the site into a community front lawn and playground area. The Celes King III Pool is located within the Rancho Cienega Sports Complex in Los Angeles, CA, in Council District 10.

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**Lead Agency Contact**

**Name** James R Tebbetts  
**Agency** City of Los Angeles  
**Phone** (213) 978-1332 **Fax**  
**email**  
**Address** 1149 South Broadway, Suite 600, MS 939  
**City** Los Angeles **State** CA **Zip** 90015

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**Project Location**

**County** Los Angeles  
**City** Los Angeles, City of  
**Region**  
**Cross Streets** 5001 Rodeo Rd  
**Lat / Long**  
**Parcel No.**  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
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**Proximity to:**

**Highways** I-405, 10  
**Airports**  
**Railways** LA METRO  
**Waterways**  
**Schools** Dorsey HS  
**Land Use**

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**Project Issues** Air Quality; Tribal Cultural Resources; Other Issues; Toxic/Hazardous; Noise; Traffic/Circulation

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**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Wildlife, Region 5; Resources, Recycling and Recovery; State Water Resources Control Board, Division of Drinking Water, District 4; Caltrans, District 7; Santa Monica Mountains Conservancy; Regional Water Quality Control Board, Region 4

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**Date Received** 06/21/2018 **Start of Review** 06/21/2018 **End of Review** 07/20/2018

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Resources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Denise Peterson
- California Coastal Commission  
Allyson Hitt
- Colorado River Board  
Elsa Contreras
- Dept. of Conservation  
Crina Chan
- Cal Fire  
Dan Foster
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons
- Dept of Parks & Recreation Environmental Stewardship Section
- S.F. Bay Conservation & Dev't. Comm.  
Steve Goldbeck
- Dept. of Water Resources  
Nadell Gayou
- Fish and Game
- Depart. of Fish & Wildlife  
Scott Flint  
Environmental Services Division
- Fish & Wildlife Region 1  
Curt Babcock
- Fish & Wildlife Region 1E  
Laurie Harnsberger
- Fish & Wildlife Region 2  
Jeff Drongesen
- Fish & Wildlife Region 3  
Craig Weightman
- Fish & Wildlife Region 4  
Julie Vance
- Fish & Wildlife Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- Fish & Wildlife Region 6  
Tiffany Ellis  
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M  
Heidi Calvert  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife Marine Region  
William Paznokas

Other Departments

- California Department of Education  
Lesley Taylor
- OES (Office of Emergency Services)  
Monique Wilber
- Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture
- Dept. of General Services  
Cathy Buck  
Environmental Services Section
- Housing & Comm. Dev.  
CEQA Coordinator  
Housing Policy Division
- Independent Commissions, Boards
- Delta Protection Commission  
Erik Vink
- Delta Stewardship Council  
Anthony Navasero
- California Energy Commission  
Eric Knight
- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning HQ LD-IGR  
Christian Bushong
- California Highway Patrol  
Suzann Ikeuchi  
Office of Special Projects
- Dept. of Transportation
- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Susan Zanchi - North
- Caltrans, District 4  
Patricia Maurice
- Caltrans, District 5  
Larry Newland
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Dianna Watson
- Caltrans, District 8  
Mark Roberts

Native American Heritage Comm.

- Debbie Treadway
- Public Utilities Commission Supervisor
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

CalEPA

Air Resources Board

- Airport & Freight  
Jack Wursten
- Transportation Projects  
Nesamani Kalandiyur
- Industrial/Energy Projects  
Mike Tollstrup

California Department of Resources, Recycling & Recovery

- Kevin Taylor/Jeff Esquivel
- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board  
Cindy Forbes - Asst Deputy  
Division of Drinking Water
- State Water Resources Control Board  
Div. Drinking Water # 4
- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board  
Phil Crader  
Division of Water Rights
- Dept. of Toxic Substances Control Reg. #  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

Dept. of Transportation

- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Susan Zanchi - North
- Caltrans, District 4  
Patricia Maurice
- Caltrans, District 5  
Larry Newland
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Dianna Watson
- Caltrans, District 8  
Mark Roberts

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)
- Other \_\_\_\_\_

Santa Monica Mountains Conservancy



## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
  - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
  
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
  
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
  
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
  - a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
  
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
  - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

*This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.



# Los Angeles Unified School District

## Office of Environmental Health and Safety

AUSTIN BEUTNER  
Superintendent of Schools

DIANE PAPPAS  
Chief Executive Officer, District Operations & Digital Innovations

CARLOS A. TORRES  
Acting Director, Environmental Health and Safety

7/5/18

James R Tebbetts  
City of Los Angeles Department of Public Works  
1149 South Broadway, Suite 600, Mail Stop 939  
Los Angeles, CA 90015

SUBJECT: PROJECT NAME: Rancho Cienega Celes King III Pool Demolition  
PROJECT LOCATION: 5001 Rodeo Road, Los Angeles, CA 90016

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the notice of preparation for the subject project. Due to the fact that Dorsey High School is located adjacent to the proposed project site, LAUSD is concerned about the potential negative impacts of the project to our students, staff and parents traveling to and from the referenced campus.

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community (air quality, noise, traffic, pedestrian safety, etc.) will occur. Since the project will have a significant impact on LAUSD schools, mitigation measures designed to help reduce or eliminate such impacts are included in this response.

### Air Quality

District students and school staff should be considered sensitive receptors to air pollution impacts. Construction activities for the proposed project would result in short term impacts on ambient air quality in the area resulting from equipment emissions and fugitive dust. To ensure that effective mitigation is applied to reduce construction air pollutant impacts on the school, we ask that the following language be included as a mitigation measure for air quality impacts:

- If the proposed mitigation measures do not reduce air quality impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related air emissions at the affected schools. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

### Noise

Noise created by construction activities may affect the school in proximity to the proposed project site. These construction activities include grading, earth moving, hauling, and use of heavy equipment. The California Environmental Quality Act requires that such impacts be quantified, and eliminated or reduced to a level of insignificance.

LAUSD established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on regulations set forth by the California Department of Transportation and the City of Los Angeles. LAUSD's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective mitigations are employed to reduce



construction related noise impacts on District sites, we ask that the following language be included in the mitigation measures for noise impacts:

- If the proposed mitigation measures do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

#### Traffic/Transportation

LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective mitigations are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the mitigation measures for traffic impacts:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

#### Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective mitigations are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the mitigation measures for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.

- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by any school, except when school is not in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending Dorsey High School, their teachers and the staff, as well as to assuage the concerns of the parents of these students. Therefore, the measures set forth in these comments should be adopted as conditions of project approval to offset unmitigated impacts on the affected school students and staff.

Thank you for your attention to this matter. If you need additional information please contact me at (213) 241-4674.

Regards,

Cinah Daqiq  
Environmental Specialist/Research Associate



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

July 6, 2018

James.Tebbetts@lacity.org  
James R. Tebbetts, Environmental Specialist II  
City of Los Angeles Department of Public Works,  
Bureau of Engineering  
1149 South Broadway, Suite 600  
Los Angeles, CA 90015

## **Notice of Preparation of a Draft Environmental Impact Report for the Rancho Cienega Celes King III Pool Demolition Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the project that should be included in the Draft Environmental Impact Report (DEIR). Please send SCAQMD a copy of the DEIR upon its completion. Note that copies of the DEIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the DEIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the DEIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files<sup>1</sup>. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the lead agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to SCAQMD's

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<sup>1</sup> Pursuant to the CEQA Guidelines Section 15174, the information contained in an DEIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an DEIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the DEIR. Appendices to the DEIR may be prepared in volumes separate from the basic DEIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The lead agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance<sup>2</sup> on strategies to reduce air pollution exposure near high-volume roadways can be found at: [https://www.arb.ca.gov/ch/rd\\_technical\\_advisory\\_final.PDF](https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF).

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the lead agency with identifying potential mitigation measures for the project, including:

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<sup>2</sup> In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

- Chapter 11- Mitigating the Impact of a Project, of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

### **Alternatives**

In the event that the project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the DEIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the project.

### **Permits**

In the event that the project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the project. For more information on permits, please visit SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the lead agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact Robert Dalbeck, Assistant Air Quality Specialist, at [rdalbeck@aqmd.gov](mailto:rdalbeck@aqmd.gov) or call (909) 396-2139.

Sincerely,

*Daniel Garcia*

Daniel Garcia  
Program Supervisor  
Planning, Rule Development & Area Sources

DG/RD  
LAC180620-01  
Control Number

----- Forwarded message -----

From: **Gaston, Sean** <[sgaston@lausd.net](mailto:sgaston@lausd.net)>

Date: Thu, Jul 19, 2018 at 2:55 PM

Subject: Re: Comments Regarding NOP for Rancho Cienega Celes King III Pool Demolition

To: "Daqiq, Cinah" <[cp-cinah.daqiq@lausd.net](mailto:cp-cinah.daqiq@lausd.net)>, "James.Tebbetts@lacity.org" <[james.tebbetts@lacity.org](mailto:james.tebbetts@lacity.org)>

Cc: "GODEK, GWENN" <[gwenn.godek@lausd.net](mailto:gwenn.godek@lausd.net)>

Good afternoon,

I have returned from summer break. I read the copy of the response. You have addressed the schools greatest concern which is heavy truck and equipment parking, and pedestrian safety. Thank you for forwarding me the communication.

Regards,

Dr. Sean Gaston, Principal  
Susan Miller Dorsey Senior High School

**A First Choice School Offering A First Class Education**

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**From:** Daqiq, Cinah

**Sent:** Thursday, July 5, 2018 12:12:50 PM

**To:** [james.tebbetts@lacity.org](mailto:james.tebbetts@lacity.org)

**Cc:** Gaston, Sean; GODEK, GWENN

**Subject:** Comments Regarding NOP for Rancho Cienega Celes King III Pool Demolition

Hello,

Please see LAUSD's comment letter (attached) regarding the Rancho Cienega Celes King III Pool Demolition.

Thank you,

Cinah Daqiq

Environmental Specialist/Research Associate

LAUSD | Office of Environmental Health & Safety

*Contract Professional*

[333 S. Beaudry Ave.](#), 21<sup>st</sup> Floor, Los Angeles, CA 90017

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**APPENDIX B**

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**Air Quality and Greenhouse Gas Analysis  
Technical Memorandum**





## Technical Memorandum

To	Ohaji Abdallah, Shokoufe Marashi, City of Los Angeles	Pages	11
CC	Fareeha Kibriya, AECOM		
Subject	Rancho Cienega Celes King III Pool Demolition Project Air Quality and Greenhouse Gas Analysis Technical Memorandum		
From	Greg Tonkovich, Paola Peña, AECOM		
Date	March 15, 2019		

AECOM has prepared this technical memorandum to assess the potential air quality and greenhouse gas (GHG) impacts related to the demolition and construction of the Rancho Cienega Celes King III Pool Demolition Project. The analysis of the project's air quality impacts is consistent with guidance from the South Coast Air Quality Management District (SCAQMD) and City of Los Angeles California Environmental Quality Act (CEQA) Guidelines.

### Project Description

The proposed Rancho Cienega Celes King III Pool Demolition Project (proposed project) is located within the Rancho Cienega Sports Complex in Los Angeles, California. The proposed project would conduct hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures. Following construction, the proposed project would operate similarly to existing conditions, and the community front lawn and playground area would be passive uses of the existing Rancho Cienega Sports Complex.

### Air Quality Background

Air quality is defined by the concentration of pollutants in relation to their impact on human health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, and sunlight. Therefore, ambient air quality conditions within the local air basin are influenced by natural factors such as topography, meteorology, and climate, in addition to the amount of air pollutant emissions released by existing air pollutant sources.

The project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the SCAQMD. The SCAQMD monitors air quality within the SCAB, which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east; and the San Diego County line to the south.

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) as being of concern both on a nationwide and statewide level: ozone; carbon monoxide (CO); nitrogen dioxide (NO<sub>2</sub>); sulfur dioxide

(SO<sub>2</sub>); lead; and particulate matter (PM), which is subdivided into two classes based on particle size: PM equal to or less than 10 micrometers in diameter (PM<sub>10</sub>) and PM equal to or less than 2.5 micrometers in diameter (PM<sub>2.5</sub>). Because the air quality standards for these air pollutants are regulated using human health and environmentally based criteria, they are commonly referred to as “criteria air pollutants.” Ozone is not directly emitted in the air, rather it is formed by chemical reactions between nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC) in the presence of sunlight; therefore, air quality regulations focus on ozone’s precursors. Descriptions of each criteria air pollutant and their health effects are included below, and are based on information provided by the SCAQMD.<sup>1</sup>

### *Ozone*

Ozone, a colorless gas with a sharp odor, is a highly reactive form of oxygen. High ozone concentrations exist naturally in the stratosphere. However, it is also formed in the atmosphere when VOCs and nitrogen oxides (NO<sub>x</sub>) react in the presence of ultraviolet sunlight (also known as smog). The primary sources of VOC and NO<sub>x</sub>, the components of ozone, are automobile exhaust and industrial sources. Some mixing of stratospheric ozone downward through the troposphere to the earth’s surface does occur; however, the extent of ozone transport is limited.

The propensity of ozone for reacting with organic materials causes it to be damaging to living cells and cause health effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Individuals exercising outdoors, children and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for ozone effects. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone.

### *Carbon Monoxide*

CO is a colorless, odorless, relatively inert gas that, in urban areas, is associated primarily with the incomplete combustion of fossil fuels, mainly gasoline. Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin. Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

### *Nitrogen Dioxide*

Nitric oxide (NO) is a colorless gas, formed from nitrogen (N<sub>2</sub>) and oxygen (O<sub>2</sub>) under conditions of high temperature and pressure, which are generally present during combustion of fuels (e.g., motor vehicles). NO reacts rapidly with the oxygen in air to form NO<sub>2</sub>, which is responsible for the brownish tinge of polluted air. The two gases, NO and NO<sub>2</sub>, are referred to collectively as NO<sub>x</sub>. In the presence of sunlight, atmospheric NO<sub>2</sub> reacts and splits to form an NO molecule and an oxygen atom. The oxygen atom can react further to form ozone, via a complex series of chemical reactions involving hydrocarbons.

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<sup>1</sup> SCAQMD, 2017, Final Program Environmental Impact Report for the 2016 AQMP, available at: <http://www.aqmd.gov/home/library/documents-support-material/lead-agency-scaqmd-projects>.

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO<sub>2</sub> at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California (fewer or no stoves). Increases in resistance to air flow and airway contraction is observed after short-term exposure to NO<sub>2</sub> in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma and/or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

### *Sulfur Dioxide*

SO<sub>2</sub> is a colorless gas with a sharp odor. It reacts in air to form sulfuric acid, which contributes to acid precipitation, and sulfates, which are components of particulate matter. Main sources of SO<sub>2</sub> include coal and oil used in power plants and industries. Exposure of a few minutes to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics. All asthmatics are sensitive to the effects of SO<sub>2</sub>. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, is observed after acute higher exposure to SO<sub>2</sub>. In contrast, healthy individuals do not exhibit similar acute responses, even after exposure to higher concentrations of SO<sub>2</sub>.

### *Lead*

Pb in the atmosphere is present as a mixture of a number of lead compounds. Leaded gasoline and lead smelters have been the main sources of lead emitted into the air. Due to the phasing out of leaded gasoline, there was a dramatic reduction in atmospheric Pb over the past three decades. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death. There is no evidence to suggest that there are direct effects of Pb on the respiratory system.

### *Particulate Matter*

PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Natural sources of particulate matter include windblown dust and ocean spray. The size of PM is directly linked to the potential for causing health problems. Particles small enough to be inhaled into the deepest parts of the lung are of great concern to public health. Major sources of PM<sub>10</sub> include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Emissions of PM<sub>2.5</sub> result from fuel combustion (e.g., motor vehicles, power generation and industrial facilities), residential fireplaces and wood stoves. In addition, PM<sub>2.5</sub> can be formed in the atmosphere from gases such as SO<sub>2</sub>, NO<sub>x</sub>, and VOC.

Respirable particles (PM<sub>10</sub>) can accumulate in the respiratory system and aggravate health problems such as asthma, bronchitis and other lung diseases. Children, the elderly, exercising adults, and those suffering from asthma are especially vulnerable to adverse health effects of PM. A consistent correlation between elevated ambient fine particulate matter (PM<sub>2.5</sub>) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. Studies have reported an association between long-term exposure to air pollution dominated by PM<sub>2.5</sub> and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in PM<sub>2.5</sub> concentration levels have also been related to hospital admissions for acute respiratory conditions, to school and kindergarten absences, to a decrease in respiratory function in normal children and to increased medication use in children and adults with asthma. Studies have also shown lung function growth in children is reduced with long-term exposure to PM. In addition to children, the elderly, and people with pre-existing respiratory and/or cardiovascular disease appear to be more susceptible to the effects of PM<sub>10</sub> and PM<sub>2.5</sub>.

Areas are classified under the Federal Clean Air Act and California Clean Air Act as attainment, non-attainment, or maintenance (previously non-attainment and currently attainment) for each criteria pollutant based on whether the federal and state air quality standards have been achieved. With respect to National Ambient Air Quality Standards (NAAQS), the SCAB is designated nonattainment area for ozone and PM<sub>2.5</sub>, and as an attainment or unclassified area for all other pollutants. With respect to the California Ambient Air Quality Standards (CAAQS), the SCAB is designated as a nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, and as an attainment area for all other pollutants (SCAQMD 2016).

In addition to criteria air pollutants, EPA and ARB regulate hazardous air pollutants, also known as toxic air contaminants (TAC). TAC collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., long-duration) and acute (i.e., severe but short-term) adverse effects on human health, including carcinogenic effects. TACs can be separated into carcinogens and noncarcinogens based on the nature of the effects associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur. Any exposure to a carcinogen poses some risk of contracting cancer. Noncarcinogens differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

## **Greenhouse Gases and Climate Change Background**

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters earth's atmosphere is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. Infrared radiation is absorbed by GHGs; as a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth.

GHGs are present in the atmosphere naturally, are released by natural sources and anthropogenic sources, and are formed from secondary reactions taking place in the atmosphere. The following are GHGs that are widely accepted as the principal contributors to human-induced global climate change that are relevant to the proposed project:

- Carbon dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous oxide (N<sub>2</sub>O)

Emissions of CO<sub>2</sub> are byproducts of fossil fuel combustion. CH<sub>4</sub> is the main component of natural gas and is associated with agricultural practices and landfills. N<sub>2</sub>O is a colorless GHG that results from industrial processes, vehicle emissions, and agricultural practices.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO<sub>2</sub>. The GWP of a GHG is based on several factors, including the

relative effectiveness of a gas to absorb infrared radiation and length of time (i.e., lifetime) that the gas remains in the atmosphere (“atmospheric lifetime”). The reference gas for GWP is CO<sub>2</sub>; therefore, CO<sub>2</sub> has a GWP of 1. The other main GHGs that have been attributed to human activity include CH<sub>4</sub>, which has a GWP of 28, and N<sub>2</sub>O, which has a GWP of 265 (IPCC 2013). For example, 1 ton of CH<sub>4</sub> has the same contribution to the greenhouse effect as approximately 28 tons of CO<sub>2</sub>. GHGs with lower emissions rates than CO<sub>2</sub> may still contribute to climate change, because they are more effective at absorbing outgoing infrared radiation than CO<sub>2</sub> (i.e., high GWP). The concept of CO<sub>2</sub>-equivalents (CO<sub>2</sub>e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

The primary effect of rising global concentrations of atmospheric GHG is a rise in the average global temperature of approximately 0.2 degrees Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling using emission rates shows that further warming is likely to occur given the expected rise in global atmospheric GHG concentrations from innumerable sources of GHG emissions worldwide, which would induce further changes in the global climate system during the current century.<sup>2</sup> Adverse impacts from global climate change worldwide and in California include:

- Declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in atmospheric water vapor due to the atmosphere’s ability to hold more water vapor at higher temperatures;<sup>3</sup>
- Rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;<sup>4</sup>
- Changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;<sup>5</sup>
- Declining Sierra Mountains snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;<sup>6</sup>
- Increasing the number of days conducive to ozone formation (e.g., clear days with intense sun light) by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas located in Southern California and the San Joaquin Valley by 2100;<sup>7</sup> and
- Increasing the potential for erosion of California’s coastlines and seawater intrusion into the Sacramento Delta and associated levee systems due to the rise in sea level.<sup>8</sup>

Scientific understanding of the fundamental processes responsible for global climate change has improved over the past decade. However, there remain significant scientific uncertainties. For

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<sup>2</sup> USEPA, 2009, *Draft Endangerment Finding*, 74 Fed. Reg. 18886, 18904, available at: <https://www.federalregister.gov/documents/2009/12/15/E9-29537/endangerment-and-cause-or-contribute-findings-for-greenhouse-gases-under-section-202a-of-the-clean>.

<sup>3</sup> Ibid.

<sup>4</sup> IPCC, 2007, *Climate Change 2007 Synthesis Report*, available at: [https://www.ipcc.ch/publications\\_and\\_data/publications\\_ipcc\\_fourth\\_assessment\\_report\\_synthesis\\_report.htm](https://www.ipcc.ch/publications_and_data/publications_ipcc_fourth_assessment_report_synthesis_report.htm).

<sup>5</sup> Ibid.

<sup>6</sup> Cal/EPA, Climate Action Team, 2006, *Climate Action Team Report to Governor Schwarzenegger and the California Legislature*, available at: <http://www.energy.ca.gov/2010publications/CAT-1000-2010-005/CAT-1000-2010-005.PDF>.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

example, uncertainties exist in predictions of local effects of climate change, occurrence of extreme weather events, and effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the climate system, the uncertainty surrounding the implications of climate change may never be completely eliminated. Due to these uncertainties, there continues to be significant debate as to the extent to which increased concentrations of GHGs have caused or will cause climate change, and with respect to the appropriate actions to limit and/or respond to climate change. In addition, it may not be possible to link specific development projects to future specific climate change impacts, though estimating project-specific impacts is possible.

## Impacts

The following discussion summarizes the evaluation of air quality and GHGs with respect to construction and operation of the proposed project in response to City of Los Angeles CEQA guidelines.

### Air Quality Impacts

#### **(A) Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?**

Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of an air quality plan is to bring an area that does not attain NAAQS and CAAQS into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. The applicable Air Quality Management Plan (AQMP) for the project site was prepared by SCAQMD in partnership with the ARB, EPA, and the Southern California Association of Governments (SCAG).

The most recent air quality plan developed by the SCAQMD is the 2016 AQMP. The 2016 AQMP is the legally enforceable blueprint for how the region will meet and maintain state and federal air quality standards. The 2016 AQMP identifies strategies and control measures needed to achieve attainment of the 8-hour ozone standard and federal annual and 24-hour standard for PM<sub>2.5</sub> in the SCAB.

Consistency with the AQMP is also determined through evaluation of whether the project would exceed the estimated emissions used as the basis of the AQMP, which are based, in part, on population projections developed by the SCAG. The SCAG forecasts are based on local general plans and other related documents, such as housing elements, that are used to develop population projections and traffic projections.

Construction of the proposed project would involve the use of off-road equipment, haul trucks, and worker commute trips. Assumptions for off-road equipment emissions in State Implementation Plan were developed based on hours of activity and equipment population reported to ARB for rule compliance. The use of construction equipment in the AQMP is estimated for the region on an annual basis, and construction-related emissions are estimated as an aggregate in the AQMP. The project would not increase the assumptions for off-road equipment use in the AQMP.

The proposed project is consistent with the existing zoning (OS-1XL, Open Space) for the site. In addition, there would be no significant net increase in emissions during operations as the proposed project is intended for passive uses. Therefore, the proposed project would not substantially increase population or employment in the planning area and would not generate vehicle trips that exceed the current assumptions used to develop the City of Los Angeles General Plan, Regional Transportation Plan, and AQMP.

Therefore, it is reasonable to assume that the intensity of construction and operational emissions have been accounted for in the 2016 AQMP. The proposed project would not conflict with or obstruct implementation of the applicable air quality plan. The impact would be less than significant and no mitigation measures would be required.

**(B) Would the proposed project cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?**

Construction

Construction of the proposed project would result in the temporary generation of criteria pollutant emissions from demolition and construction of project components. VOC, NO<sub>x</sub>, and CO emissions are primarily associated with mobile equipment exhaust, including off-road construction equipment and on-road motor vehicles. Fugitive PM dust emissions are primarily associated with site preparation and grading activities and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on- and off-site.

Construction of the proposed project is anticipated to begin in December 2020 and would occur for approximately 12 months. The analysis assumed approximately 14,000 cubic yards of demolition debris would be exported from the project site. Demolition and construction activities would consist of a maximum of 10 truck trips per day. In addition, approximately 1,600 cubic yards of soil would be required for infill of the pool pit, resulting in approximately 160 haul truck soil import trips. Soil import would occur over approximately one month during the 12-month construction duration. It is anticipated that a total of approximately 20 construction workers would be on-site each day.

Construction-related emissions associated with typical construction activities were modeled using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod allows the user to enter project-specific construction information, such as types, number, and horsepower of construction equipment, and number and length of off-site motor vehicle trips. Construction-related exhaust emissions for the proposed project were estimated for construction worker commutes, haul trucks, and the use of off-road equipment. The anticipated equipment used for the demolition and construction of the proposed project is anticipated to be equipment that would already be on-site following construction activities of Phase 1 of the *Rancho Cienega Sports Complex Project*. Thus, this analysis includes the use of Tier 4 final equipment, consistent with the equipment required per Mitigation Measure AQ-1 for the *Rancho Cienega Sports Complex Project* (City of Los Angeles 2016).

The SCAQMD significance thresholds were used to assess regional and localized emissions during construction and operation of the proposed project (SCAQMD 2015). Localized emissions of criteria air pollutants and precursors were assessed in accordance with SCAQMD's local significance thresholds (LST) guidance. For projects less than five acres, the SCAQMD has developed look-up tables showing the maximum mass emissions that would not cause an exceedance of any LST. Since the proposed project site is approximately 0.4 acres, peak daily localized emissions were estimated using the look-up tables for Source Receptor Area 1. Sensitive receptors within the vicinity of the proposed project site include Dorsey High School adjacent and to the east, Ira C. Massey Child Care Center adjacent and to the north, and residences approximately 38 meters south across Rodeo Road. For projects with boundaries located closer than 25 meters to the nearest receptor, the LST guidance recommends using the LST tables for receptors at 25 meters (SCAQMD 2015). Therefore, the analysis assumes a project site of 1 acre and a receptor distance of 25 meters for the LST tables. Although SCAQMD LSTs only consider the amount of on-site emissions generated by construction activities, this analysis conservatively compares the total construction-related emissions to the LSTs.



Emissions associated with vehicle trips to and from the project site during construction would be dispersed throughout the region and would have a nominal localized impact in the project site vicinity.

As shown in Table 1, construction emissions for the proposed project would result in maximum daily emissions of approximately 1 pound of VOC, 10 pounds of NO<sub>x</sub>, 16 pounds of CO, less than 1 pound of SO<sub>x</sub>, 4 pounds of PM<sub>10</sub> and 1 pound of PM<sub>2.5</sub>. Additional modeling assumptions and details are provided in Attachment A.

**Table 1  
 Maximum Daily Regional Construction Emissions**

Year/Description	Estimated Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub> <sup>1</sup>	PM <sub>2.5</sub> <sup>1</sup>
2020	0.55	9.17	9.15	0.03	4.04	0.81
2021	0.66	8.66	15.41	0.04	3.54	0.69
Maximum Daily Emissions	<b>0.66</b>	<b>9.17</b>	<b>15.41</b>	<b>0.04</b>	<b>4.04</b>	<b>0.81</b>
SCAQMD Regional Thresholds	75	100	550	150	150	55
SCAQMD Localized Thresholds <sup>2,3</sup>	--	74	680	--	5	3
Exceed Thresholds?	No	No	No	No	No	No

Source: SCAQMD 2008a, 2015. Emissions estimated by AECOM in 2019.

Notes: lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM10 = particulate matter less than 10 microns in diameter; PM2.5 = particulate matter less than 2.5 microns in diameter

1. PM<sub>10</sub> and PM<sub>2.5</sub> emissions include reductions associated with compliance with SCAQMD Rule 403 Fugitive Dust.
2. Assumes a 1-acre project site and a 25-meter receptor distance for Source Receptor Area 1.
3. The SCAQMD has not developed an LST for VOC or SO<sub>x</sub> emissions.

As shown in Table 1, construction-generated emissions of VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would not exceed applicable LST or daily emission thresholds established by the SCAQMD. Therefore, construction emissions would not violate an ambient air quality standard or contribute substantially to an existing violation.

Operation

Following construction, the project site would be landscaped and include a playground area. The community front lawn and playground area would be passive uses, similar to the existing uses of the Rancho Cienega Sports Complex. Therefore, operational emissions are anticipated to remain similar to existing conditions and impacts related to the violation of air quality standards would be less than significant. No mitigation measures would be required.

**(C) Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

The SCAQMD cumulative analysis focuses on whether a specific project would result in cumulatively considerable increase in emissions. By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the SCAB, and this regional impact is cumulative rather than being attributable to any one source. A

project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects.

The SCAQMD thresholds are designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and federal ambient air quality standards. Projects that would not exceed the thresholds of significance would not contribute a considerable amount of criteria air pollutant emissions to the region's emissions profile, and would not impede attainment and maintenance of ambient air quality standards.

As discussed above, the proposed project would result in the generation of criteria air pollutant emissions, but at levels that do not exceed any of the SCAQMD regional and localized thresholds. Therefore, impacts would be less than significant. No mitigation measures would be required.

#### **(D) Would the project expose sensitive receptors to substantial pollutant concentrations?**

Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when evaluating air quality impacts from projects. These people include children, older adults, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Sensitive receptors within the vicinity of the proposed project include Dorsey High School adjacent and to the east of the project site, Ira C. Massey Child Care Center adjacent and to the north of the project site, and multi-family residences approximately 38 meters south of the project site.

#### Construction

As shown in Table 1, demolition and construction activities would result in emissions of criteria air pollutants, but at levels that would not exceed the SCAQMD regional and localized thresholds of significance. The regional thresholds of significance were designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and federal ambient air quality standards, which were established using health-based criteria to protect the public with a margin of safety from adverse health impacts due to exposure to air pollution. In addition, the LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area. As such, the criteria air pollutant emissions associated with the proposed project would not expose sensitive receptors to substantial criteria pollutant concentrations.

The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate matter (diesel PM) emissions associated with heavy-duty construction equipment operations. Heavy-duty construction equipment would operate during the 12-month construction period and would cease following buildout of the proposed project. Construction emissions would occur intermittently throughout the day and would not occur as a constant plume of emissions from the project site. Additionally, construction of the proposed project would occur following the end of Phase 1 and prior to the commencement of Phase 2 of the approved *Rancho Cienega Sports Complex Project*. As discussed previously, the equipment used for the demolition and construction of the proposed project is anticipated to be equipment that would already be on-site following construction activities of Phase 1 of the *Rancho Cienega Sports Complex Project*. As such, due to the shorter construction schedule (12 months) and fewer construction activities and equipment use of the proposed project compared to *Rancho Cienega Sports Complex Project*, the health risk assessment (HRA) conducted for the *Rancho Cienega Sports Complex Project*, can be used to evaluate the impacts of construction of the proposed project to sensitive receptors.

The HRA for the *Rancho Cienega Sports Complex Project* was conducted by AECOM and prepared to evaluate the emissions of TACs during construction activities and their effects on nearby receptors, including the Ira C. Massey Child Care Center (occupied from 3PM to 6PM), Dorsey High School, and surrounding residential housing (City of Los Angeles 2016). The HRA was performed in accordance with the *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments* developed by the Office of Environmental Health Hazard Assessment (OEHHA) for conducting HRAs in California under the Air Toxics “Hot Spots” Program, as well as methodologies from the *Health Risk Assessments for Proposed Land Use Projects* (OEHHA 2015; CAPCOA 2009). Excess lifetime cancer risks, chronic noncancer hazard index (HI), and acute noncancer HI were estimated as part of the HRA. The results of the HRA concluded that the maximum cancer risk and hazard index due to the unmitigated construction emissions would be far below the SCAQMD cancer risk thresholds of 10 in a million and hazard indices of 1.0 (City of Los Angeles 2016).

Based on the shorter construction schedule, smaller project area, and fewer equipment required for the proposed project, it can be assumed that the construction of the proposed project would also not expose sensitive receptors to substantial pollutant concentrations that would result in a health risk. The impact would be less than significant. No mitigation measures would be required.

### Operation

The land uses associated with the proposed project would be recreational and would be consistent with the existing conditions, which are not typically sources of TAC emissions. Additionally, the lawn and playground area would be passive uses. Therefore, the proposed project’s long-term operational activities would not generate substantial TAC emissions and would not expose sensitive receptors to substantial operational TAC concentrations. The impact would be less than significant.

### **(E) Would the project create objectionable odors affecting a substantial number of people?**

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature.

Operation of the proposed project would not add any new odor sources. The project would not have any significant odor sources, and any odors generated would be similar to odors associated with the existing land uses. As a result, the proposed project’s construction and operational activities would not create objectionable odors affecting a substantial number of people. The impact would be less than significant.

### **Greenhouse Gas Emissions Impacts**

### **(A) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?**

Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust-related GHG emissions. Total construction-related GHG

emissions were estimated using the same methodology to estimate criteria pollutant emissions discussed under Air Quality Impacts.

As the City of Los Angeles has not established screening thresholds for GHG emissions, the analysis uses the applicable significance thresholds developed by the SCAQMD. The SCAQMD has adopted a significance threshold of 10,000 metric tons (MT) of carbon dioxide equivalents (CO<sub>2</sub>e) per year for industrial (stationary source) projects. The GHG CEQA Significance Threshold Stakeholder Working Group also recommended options for evaluating non-industrial projects, including thresholds for residential, commercial, and mixed use projects. These draft thresholds include a threshold of 3,500 MT CO<sub>2</sub>e per year for residential projects, 1,400 MT CO<sub>2</sub>e per year for commercial projects, and 3,000 MT CO<sub>2</sub>e per year for mixed use projects (SCAQMD 2008b, 2009).

Total GHG emissions associated with construction of the proposed project would be approximately 373 MT CO<sub>2</sub>e, with the maximum of 339 MT CO<sub>2</sub>e occurring in 2021. SCAQMD recommends that construction emissions be amortized over 30 years, which is assumed to be the average lifetime of a project's operations, and added to the operational emissions of the project. When this total is amortized over the 30-year life of the project, annual construction emissions would be approximately 12 MT CO<sub>2</sub>e per year. Since the proposed project recreational land uses would be most similar to a commercial land use, the proposed SCAQMD threshold of 1,400 MT CO<sub>2</sub>e per year will be used for this analysis.

As discussed previously, the community front lawn and playground area would consist of passive uses. Therefore, GHG emissions from area sources (including landscaping equipment), mobile sources, and energy consumption associated with operations would be anticipated to be remain similar to existing conditions. Operational GHG emissions would be limited to indirect emissions associated with nominal water use for landscaping. For the purposes of the GHG analysis, water consumption was assumed to occur over the 0.4-acre site. Based on the default CalEEMod rates for water consumption for a park land use, indirect water-related GHG emissions would be approximately 3 MT CO<sub>2</sub>e per year. As such, the amortized emissions of 15 MT CO<sub>2</sub>e associated with construction and landscaping would be less than the proposed SCAQMD threshold of 1,400 MT CO<sub>2</sub>e per year. Therefore, this impact would be less than significant and no mitigation measures would be required.

**Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?**

In September 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. It requires that statewide GHG emissions be reduced to 1990 levels by 2020. In 2016, the state legislature passed Senate Bill SB 32, which established a 2030 GHG emissions reduction target of 40 percent below 1990 levels.

In 2008 and 2014, ARB approved the Scoping Plan and the first update to the Scoping Plan, respectively (ARB 2008, 2014). ARB's Scoping Plan is the state's plan to achieve the GHG reductions in California required by AB 32 and also reiterates the state's role in the long-term goal established in Executive Order S-3-05, which is to reduce GHG emissions to 80% below 1990 levels by 2050. In response to SB 32 and the companion legislation of AB 197, ARB approved the Final Proposed 2017 Scoping Plan Update: The Strategy for Achieving California's 2030 GHG Target in November 2017 (ARB 2017). The 2017 Scoping Plan draws from the previous plans to present strategies to reaching California's 2030 GHG reduction target. None of these statewide plans or policies constitutes a regulation to adopt or implement a regional or local plan for reduction or

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mitigation of GHG emissions. In addition, it is assumed that any requirements formulated under the mandate of AB 32 and SB 32 would be implemented consistent with statewide policies and laws.

In May 2007, Los Angeles released “Green LA: An Action Plan to Lead the Nation in Fighting Global Warming” (Climate Action Plan) with a goal to reduce the City’s GHG emissions to 35 percent below 1990 levels by the year 2030. The Climate Action Plan focuses on reducing GHG emissions by increasing the use of renewable energy sources, implementing green building policies, diverting waste from landfills, greening the Port of Los Angeles, and changing land use and transportation patterns to reduce dependence on automobiles. In April 2015, the City of Los Angeles released the City’s Sustainable City pLAn, which lays out strategies and priority initiatives to reduce Los Angeles’s GHG emissions by 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, all against a 1990 baseline (City of Los Angeles 2015). Neither the Green LA Climate Action Plan nor the City’s Sustainable City pLAn include any specific GHG emission reduction requirements for construction activities that would be directly applicable to the proposed project.

Therefore, the proposed project would not conflict with the AB 32 Scoping Plan or Scoping Plan updates, GreenLA Climate Action Plan, or Sustainable City pLAn. As discussed above, the proposed project would not generate GHG emissions that would have a significant impact on the environment. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. This impact would be less than significant. No mitigation measures would be required.

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Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**Rancho Cienega Celes King III Pool Demo**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.40	Acre	0.40	17,424.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**



Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - No building square footage associated with park land use. Project consists of lawn and playground area.

Construction Phase - Project specific schedule: December 2019 - December 2020. Additional grading phase added to include soil import trips.

Off-road Equipment - Project specific equipment.

Off-road Equipment - Project specific equipment. Off-highway truck to account for concrete truck.

Off-road Equipment - Phase for additional truck trips associated with soil import.

Grading - Project specific information - based on approximately 1,519 cy needed as fill.

Demolition - Demolition debris calculated assuming 14,000 cy of demo debris exported from the site based on CalRecycle Debris Tool for loose concrete.

Trips and VMT - Haul trips during fill based on approx. 1,519 cy at 10 cy of material per load. Approx 20 construction workers onsite each day and max of 10 truck trips per day.

Vehicle Trips - Passive use - no new trips.

Water And Wastewater - Default water consumption.

Solid Waste - Default solid waste generation.

Construction Off-road Equipment Mitigation - Watering consistent with SCAQMD Rule 403. Tier 4F mitigation consistent with Rancho Cienega Sports Complex analysis.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	2.00	198.00
tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	PhaseEndDate	12/15/2020	3/3/2021
tblConstructionPhase	PhaseEndDate	12/18/2020	12/6/2021
tblConstructionPhase	PhaseStartDate	12/17/2020	3/4/2021
tblGrading	AcresOfGrading	0.00	0.40
tblGrading	MaterialImported	0.00	1,519.00
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Plate Compactors
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00

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tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripNumber	190.00	304.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	WorkerTripNumber	8.00	40.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	40.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	1.89	0.00

**2.0 Emissions Summary**

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Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.0000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		9.0000e-005	9.0000e-005	0.0000		9.0000e-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
Mobile	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
<b>Total</b>	<b>9.0000e-004</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>9.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>

**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	9.0000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		9.0000e-005	9.0000e-005	0.0000		9.0000e-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
Mobile	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
<b>Total</b>	<b>9.0000e-004</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>9.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/2/2020	3/3/2021	5	66	
2	Grading Soil Import	Grading	3/4/2021	4/6/2021	5	24	
3	Grading	Grading	3/4/2021	12/6/2021	5	198	

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

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading Soil Import	Concrete/Industrial Saws	0	0.00	81	0.73
Grading Soil Import	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading Soil Import	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Dumpers/Tenders	1	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Plate Compactors	1	8.00	8	0.43
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Off-Highway Trucks	1	8.00	402	0.38

**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
Demolition	3	40.00	0.00	1,661.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading Soil Import	1	0.00	0.00	304.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	40.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2020**

**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					5.4470	0.0000	5.4470	0.8247	0.0000	0.8247			0.0000			0.0000
Off-Road	0.5884	5.2049	5.5060	8.4600e-003		0.3215	0.3215		0.2972	0.2972		807.2351	807.2351	0.2479		813.4329
<b>Total</b>	<b>0.5884</b>	<b>5.2049</b>	<b>5.5060</b>	<b>8.4600e-003</b>	<b>5.4470</b>	<b>0.3215</b>	<b>5.7685</b>	<b>0.8247</b>	<b>0.2972</b>	<b>1.1219</b>		<b>807.2351</b>	<b>807.2351</b>	<b>0.2479</b>		<b>813.4329</b>

**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	0.2252	7.3301	1.7042	0.0195	1.1055	0.0235	1.1289	0.2840	0.0224	0.3064		2,116.7534	2,116.7534	0.1519		2,120.5518
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	0.2044	0.1450	1.6040	4.4500e-003	0.4471	3.7400e-003	0.4508	0.1186	3.4400e-003	0.1220		442.9682	442.9682	0.0140		443.3172
<b>Total</b>	<b>0.4296</b>	<b>7.4751</b>	<b>3.3082</b>	<b>0.0240</b>	<b>1.5526</b>	<b>0.0272</b>	<b>1.5798</b>	<b>0.4025</b>	<b>0.0259</b>	<b>0.4284</b>		<b>2,559.7216</b>	<b>2,559.7216</b>	<b>0.1659</b>		<b>2,563.8690</b>



Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2020**

**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					2.4512	0.0000	2.4512	0.3711	0.0000	0.3711			0.0000			0.0000
Off-Road	0.1258	1.6980	5.8392	8.4600e-003		0.0126	0.0126		0.0126	0.0126	0.0000	807.2351	807.2351	0.2479		813.4328
<b>Total</b>	<b>0.1258</b>	<b>1.6980</b>	<b>5.8392</b>	<b>8.4600e-003</b>	<b>2.4512</b>	<b>0.0126</b>	<b>2.4638</b>	<b>0.3711</b>	<b>0.0126</b>	<b>0.3838</b>	<b>0.0000</b>	<b>807.2351</b>	<b>807.2351</b>	<b>0.2479</b>		<b>813.4328</b>

**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	0.2252	7.3301	1.7042	0.0195	1.1055	0.0235	1.1289	0.2840	0.0224	0.3064		2,116.7534	2,116.7534	0.1519		2,120.5518
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	0.2044	0.1450	1.6040	4.4500e-003	0.4471	3.7400e-003	0.4508	0.1186	3.4400e-003	0.1220		442.9682	442.9682	0.0140		443.3172
<b>Total</b>	<b>0.4296</b>	<b>7.4751</b>	<b>3.3082</b>	<b>0.0240</b>	<b>1.5526</b>	<b>0.0272</b>	<b>1.5798</b>	<b>0.4025</b>	<b>0.0259</b>	<b>0.4284</b>		<b>2,559.7216</b>	<b>2,559.7216</b>	<b>0.1659</b>		<b>2,563.8690</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**3.2 Demolition - 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					5.4470	0.0000	5.4470	0.8247	0.0000	0.8247			0.0000			0.0000
Off-Road	0.5312	4.6752	5.4736	8.4600e-003		0.2732	0.2732		0.2528	0.2528		807.3087	807.3087	0.2479		813.5070
<b>Total</b>	<b>0.5312</b>	<b>4.6752</b>	<b>5.4736</b>	<b>8.4600e-003</b>	<b>5.4470</b>	<b>0.2732</b>	<b>5.7202</b>	<b>0.8247</b>	<b>0.2528</b>	<b>1.0775</b>		<b>807.3087</b>	<b>807.3087</b>	<b>0.2479</b>		<b>813.5070</b>

**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	0.2149	6.8335	1.6785	0.0193	0.6064	0.0210	0.6275	0.1615	0.0201	0.1816		2,093.3208	2,093.3208	0.1497		2,097.0623
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	0.1907	0.1305	1.4730	4.3000e-003	0.4471	3.6100e-003	0.4507	0.1186	3.3300e-003	0.1219		428.9004	428.9004	0.0126		429.2160
<b>Total</b>	<b>0.4056</b>	<b>6.9640</b>	<b>3.1515</b>	<b>0.0236</b>	<b>1.0535</b>	<b>0.0246</b>	<b>1.0782</b>	<b>0.2800</b>	<b>0.0235</b>	<b>0.3035</b>		<b>2,522.2212</b>	<b>2,522.2212</b>	<b>0.1623</b>		<b>2,526.2783</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**3.2 Demolition - 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					2.4512	0.0000	2.4512	0.3711	0.0000	0.3711			0.0000			0.0000
Off-Road	0.1258	1.6980	5.8392	8.4600e-003		0.0126	0.0126		0.0126	0.0126	0.0000	807.3087	807.3087	0.2479		813.5070
<b>Total</b>	<b>0.1258</b>	<b>1.6980</b>	<b>5.8392</b>	<b>8.4600e-003</b>	<b>2.4512</b>	<b>0.0126</b>	<b>2.4638</b>	<b>0.3711</b>	<b>0.0126</b>	<b>0.3838</b>	<b>0.0000</b>	<b>807.3087</b>	<b>807.3087</b>	<b>0.2479</b>		<b>813.5070</b>

**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	0.2149	6.8335	1.6785	0.0193	0.6064	0.0210	0.6275	0.1615	0.0201	0.1816		2,093.3208	2,093.3208	0.1497		2,097.0623
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	0.1907	0.1305	1.4730	4.3000e-003	0.4471	3.6100e-003	0.4507	0.1186	3.3300e-003	0.1219		428.9004	428.9004	0.0126		429.2160
<b>Total</b>	<b>0.4056</b>	<b>6.9640</b>	<b>3.1515</b>	<b>0.0236</b>	<b>1.0535</b>	<b>0.0246</b>	<b>1.0782</b>	<b>0.2800</b>	<b>0.0235</b>	<b>0.3035</b>		<b>2,522.2212</b>	<b>2,522.2212</b>	<b>0.1623</b>		<b>2,526.2783</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**3.3 Grading Soil Import - 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					0.0248	0.0000	0.0248	2.9900e-003	0.0000	2.9900e-003			0.0000			0.0000
Off-Road	0.1873	1.8958	2.2602	3.1100e-003		0.1118	0.1118		0.1028	0.1028		300.9001	300.9001	0.0973		303.3330
<b>Total</b>	<b>0.1873</b>	<b>1.8958</b>	<b>2.2602</b>	<b>3.1100e-003</b>	<b>0.0248</b>	<b>0.1118</b>	<b>0.1366</b>	<b>2.9900e-003</b>	<b>0.1028</b>	<b>0.1058</b>		<b>300.9001</b>	<b>300.9001</b>	<b>0.0973</b>		<b>303.3330</b>

**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	0.1082	3.4394	0.8448	9.7100e-003	0.2215	0.0106	0.2321	0.0607	0.0101	0.0708		1,053.5919	1,053.5919	0.0753		1,055.4751
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	0.0000	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
<b>Total</b>	<b>0.1082</b>	<b>3.4394</b>	<b>0.8448</b>	<b>9.7100e-003</b>	<b>0.2215</b>	<b>0.0106</b>	<b>0.2321</b>	<b>0.0607</b>	<b>0.0101</b>	<b>0.0708</b>		<b>1,053.5919</b>	<b>1,053.5919</b>	<b>0.0753</b>		<b>1,055.4751</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**3.3 Grading Soil Import - 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					0.0112	0.0000	0.0112	1.3500e-003	0.0000	1.3500e-003			0.0000			0.0000
Off-Road	0.0380	0.1646	2.3421	3.1100e-003		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003	0.0000	300.9001	300.9001	0.0973		303.3330
<b>Total</b>	<b>0.0380</b>	<b>0.1646</b>	<b>2.3421</b>	<b>3.1100e-003</b>	<b>0.0112</b>	<b>5.0600e-003</b>	<b>0.0162</b>	<b>1.3500e-003</b>	<b>5.0600e-003</b>	<b>6.4100e-003</b>	<b>0.0000</b>	<b>300.9001</b>	<b>300.9001</b>	<b>0.0973</b>		<b>303.3330</b>

**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	0.1082	3.4394	0.8448	9.7100e-003	0.2215	0.0106	0.2321	0.0607	0.0101	0.0708		1,053.5919	1,053.5919	0.0753		1,055.4751
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	0.0000	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
<b>Total</b>	<b>0.1082</b>	<b>3.4394</b>	<b>0.8448</b>	<b>9.7100e-003</b>	<b>0.2215</b>	<b>0.0106</b>	<b>0.2321</b>	<b>0.0607</b>	<b>0.0101</b>	<b>0.0708</b>		<b>1,053.5919</b>	<b>1,053.5919</b>	<b>0.0753</b>		<b>1,055.4751</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**3.4 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.0618	9.4676	8.0261	0.0193		0.4659	0.4659		0.4294	0.4294		1,860.0789	1,860.0789	0.5940		1,874.9293
<b>Total</b>	<b>1.0618</b>	<b>9.4676</b>	<b>8.0261</b>	<b>0.0193</b>	<b>0.0000</b>	<b>0.4659</b>	<b>0.4659</b>	<b>0.0000</b>	<b>0.4294</b>	<b>0.4294</b>		<b>1,860.0789</b>	<b>1,860.0789</b>	<b>0.5940</b>		<b>1,874.9293</b>

**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	0.0638	1.9378	0.5615	5.0000e-003	0.1280	4.1000e-003	0.1321	0.0369	3.9200e-003	0.0408		534.6911	534.6911	0.0345		535.5540
Worker	0.1907	0.1305	1.4730	4.3000e-003	0.4471	3.6100e-003	0.4507	0.1186	3.3300e-003	0.1219		428.9004	428.9004	0.0126		429.2160
<b>Total</b>	<b>0.2546</b>	<b>2.0682</b>	<b>2.0346</b>	<b>9.3000e-003</b>	<b>0.5752</b>	<b>7.7100e-003</b>	<b>0.5829</b>	<b>0.1554</b>	<b>7.2500e-003</b>	<b>0.1627</b>		<b>963.5915</b>	<b>963.5915</b>	<b>0.0471</b>		<b>964.7700</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**3.4 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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.2619	2.2878	10.1905	0.0193		0.0308	0.0308		0.0308	0.0308	0.0000	1,860.0789	1,860.0789	0.5940		1,874.9293
<b>Total</b>	<b>0.2619</b>	<b>2.2878</b>	<b>10.1905</b>	<b>0.0193</b>	<b>0.0000</b>	<b>0.0308</b>	<b>0.0308</b>	<b>0.0000</b>	<b>0.0308</b>	<b>0.0308</b>	<b>0.0000</b>	<b>1,860.0789</b>	<b>1,860.0789</b>	<b>0.5940</b>		<b>1,874.9293</b>

**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	0.0638	1.9378	0.5615	5.0000e-003	0.1280	4.1000e-003	0.1321	0.0369	3.9200e-003	0.0408		534.6911	534.6911	0.0345		535.5540
Worker	0.1907	0.1305	1.4730	4.3000e-003	0.4471	3.6100e-003	0.4507	0.1186	3.3300e-003	0.1219		428.9004	428.9004	0.0126		429.2160
<b>Total</b>	<b>0.2546</b>	<b>2.0682</b>	<b>2.0346</b>	<b>9.3000e-003</b>	<b>0.5752</b>	<b>7.7100e-003</b>	<b>0.5829</b>	<b>0.1554</b>	<b>7.2500e-003</b>	<b>0.1627</b>		<b>963.5915</b>	<b>963.5915</b>	<b>0.0471</b>		<b>964.7700</b>

**4.0 Operational Detail - Mobile**

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Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	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
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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

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

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891



Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.0000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		9.0000e-005	9.0000e-005	0.0000		9.0000e-005
Unmitigated	9.0000e-004	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		9.0000e-005	9.0000e-005	0.0000		9.0000e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.0000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		9.0000e-005	9.0000e-005	0.0000		9.0000e-005
<b>Total</b>	<b>9.0000e-004</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>9.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>		<b>9.0000e-005</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.0000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		9.0000e-005	9.0000e-005	0.0000		9.0000e-005
<b>Total</b>	<b>9.0000e-004</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>9.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>		<b>9.0000e-005</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Winter

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**Rancho Cienega Celes King III Pool Demo**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.40	Acre	0.40	17,424.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - No building square footage associated with park land use. Project consists of lawn and playground area.

Construction Phase - Project specific schedule: December 2019 - December 2020. Additional grading phase added to include soil import trips.

Off-road Equipment - Project specific equipment.

Off-road Equipment - Project specific equipment. Off-highway truck to account for concrete truck.

Off-road Equipment - Phase for additional truck trips associated with soil import.

Grading - Project specific information - based on approximately 1,519 cy needed as fill.

Demolition - Demolition debris calculated assuming 14,000 cy of demo debris exported from the site based on CalRecycle Debris Tool for loose concrete.

Trips and VMT - Haul trips during fill based on approx. 1,519 cy at 10 cy of material per load. Approx 20 construction workers onsite each day and max of 10 truck trips per day.

Vehicle Trips - Passive use - no new trips.

Water And Wastewater - Default water consumption.

Solid Waste - Default solid waste generation.

Construction Off-road Equipment Mitigation - Watering consistent with SCAQMD Rule 403. Tier 4F mitigation consistent with Rancho Cienega Sports Complex analysis.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	2.00	198.00
tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	PhaseEndDate	12/15/2020	3/3/2021
tblConstructionPhase	PhaseEndDate	12/18/2020	12/6/2021
tblConstructionPhase	PhaseStartDate	12/17/2020	3/4/2021
tblGrading	AcresOfGrading	0.00	0.40
tblGrading	MaterialImported	0.00	1,519.00
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Plate Compactors
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00



## Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripNumber	190.00	304.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	WorkerTripNumber	8.00	40.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	40.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	1.89	0.00

## 2.0 Emissions Summary

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Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	12-2-2020	3-1-2021	0.4162	0.3012
2	3-2-2021	6-1-2021	0.6697	0.3275
3	6-2-2021	9-1-2021	0.6048	0.2808
4	9-2-2021	9-30-2021	0.1907	0.0885
		Highest	0.6697	0.3275

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	1.6000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-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	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
Waste						0.0000	0.0000		0.0000	0.0000	6.0900e-003	0.0000	6.0900e-003	3.6000e-004	0.0000	0.0151
Water						0.0000	0.0000		0.0000	0.0000	0.0000	2.9491	2.9491	7.0000e-005	1.0000e-005	2.9551
<b>Total</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0900e-003</b>	<b>2.9491</b>	<b>2.9552</b>	<b>4.3000e-004</b>	<b>1.0000e-005</b>	<b>2.9702</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.6000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-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	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
Waste						0.0000	0.0000		0.0000	0.0000	6.0900e-003	0.0000	6.0900e-003	3.6000e-004	0.0000	0.0151
Water						0.0000	0.0000		0.0000	0.0000	0.0000	2.9491	2.9491	7.0000e-005	1.0000e-005	2.9551
<b>Total</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0900e-003</b>	<b>2.9491</b>	<b>2.9552</b>	<b>4.3000e-004</b>	<b>1.0000e-005</b>	<b>2.9702</b>

	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
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/2/2020	3/3/2021	5	66	
2	Grading Soil Import	Grading	3/4/2021	4/6/2021	5	24	
3	Grading	Grading	3/4/2021	12/6/2021	5	198	

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**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
Grading Soil Import	Concrete/Industrial Saws	0	0.00	81	0.73
Grading Soil Import	Rubber Tired Dozers	0	0.00	247	0.40
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading Soil Import	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Dumpers/Tenders	1	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Rubber Tired Dozers	0	1.00	247	0.40
Grading	Plate Compactors	1	8.00	8	0.43
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Off-Highway Trucks	1	8.00	402	0.38

**Trips and VMT**

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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
Demolition	3	40.00	0.00	1,661.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading Soil Import	1	0.00	0.00	304.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	40.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Demolition - 2020**

**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					0.0599	0.0000	0.0599	9.0700e-003	0.0000	9.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4700e-003	0.0573	0.0606	9.0000e-005		3.5400e-003	3.5400e-003		3.2700e-003	3.2700e-003	0.0000	8.0554	8.0554	2.4700e-003	0.0000	8.1173
<b>Total</b>	<b>6.4700e-003</b>	<b>0.0573</b>	<b>0.0606</b>	<b>9.0000e-005</b>	<b>0.0599</b>	<b>3.5400e-003</b>	<b>0.0635</b>	<b>9.0700e-003</b>	<b>3.2700e-003</b>	<b>0.0123</b>	<b>0.0000</b>	<b>8.0554</b>	<b>8.0554</b>	<b>2.4700e-003</b>	<b>0.0000</b>	<b>8.1173</b>

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**3.2 Demolition - 2020**

**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	2.4400e-003	0.0822	0.0181	2.2000e-004	0.0119	2.6000e-004	0.0122	3.0600e-003	2.4000e-004	3.3100e-003	0.0000	21.3378	21.3378	1.4900e-003	0.0000	21.3750
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	2.0300e-003	1.6400e-003	0.0181	5.0000e-005	4.8200e-003	4.0000e-005	4.8600e-003	1.2800e-003	4.0000e-005	1.3200e-003	0.0000	4.4939	4.4939	1.4000e-004	0.0000	4.4975
<b>Total</b>	<b>4.4700e-003</b>	<b>0.0839</b>	<b>0.0362</b>	<b>2.7000e-004</b>	<b>0.0167</b>	<b>3.0000e-004</b>	<b>0.0170</b>	<b>4.3400e-003</b>	<b>2.8000e-004</b>	<b>4.6300e-003</b>	<b>0.0000</b>	<b>25.8318</b>	<b>25.8318</b>	<b>1.6300e-003</b>	<b>0.0000</b>	<b>25.8725</b>

**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					0.0270	0.0000	0.0270	4.0800e-003	0.0000	4.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3800e-003	0.0187	0.0642	9.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	8.0554	8.0554	2.4700e-003	0.0000	8.1173
<b>Total</b>	<b>1.3800e-003</b>	<b>0.0187</b>	<b>0.0642</b>	<b>9.0000e-005</b>	<b>0.0270</b>	<b>1.4000e-004</b>	<b>0.0271</b>	<b>4.0800e-003</b>	<b>1.4000e-004</b>	<b>4.2200e-003</b>	<b>0.0000</b>	<b>8.0554</b>	<b>8.0554</b>	<b>2.4700e-003</b>	<b>0.0000</b>	<b>8.1173</b>

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**3.2 Demolition - 2020**

**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	2.4400e-003	0.0822	0.0181	2.2000e-004	0.0119	2.6000e-004	0.0122	3.0600e-003	2.4000e-004	3.3100e-003	0.0000	21.3378	21.3378	1.4900e-003	0.0000	21.3750
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	2.0300e-003	1.6400e-003	0.0181	5.0000e-005	4.8200e-003	4.0000e-005	4.8600e-003	1.2800e-003	4.0000e-005	1.3200e-003	0.0000	4.4939	4.4939	1.4000e-004	0.0000	4.4975
<b>Total</b>	<b>4.4700e-003</b>	<b>0.0839</b>	<b>0.0362</b>	<b>2.7000e-004</b>	<b>0.0167</b>	<b>3.0000e-004</b>	<b>0.0170</b>	<b>4.3400e-003</b>	<b>2.8000e-004</b>	<b>4.6300e-003</b>	<b>0.0000</b>	<b>25.8318</b>	<b>25.8318</b>	<b>1.6300e-003</b>	<b>0.0000</b>	<b>25.8725</b>

**3.2 Demolition - 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					0.1198	0.0000	0.1198	0.0181	0.0000	0.0181	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.1029	0.1204	1.9000e-004		6.0100e-003	6.0100e-003		5.5600e-003	5.5600e-003	0.0000	16.1123	16.1123	4.9500e-003	0.0000	16.2360
<b>Total</b>	<b>0.0117</b>	<b>0.1029</b>	<b>0.1204</b>	<b>1.9000e-004</b>	<b>0.1198</b>	<b>6.0100e-003</b>	<b>0.1258</b>	<b>0.0181</b>	<b>5.5600e-003</b>	<b>0.0237</b>	<b>0.0000</b>	<b>16.1123</b>	<b>16.1123</b>	<b>4.9500e-003</b>	<b>0.0000</b>	<b>16.2360</b>



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**3.2 Demolition - 2021**

**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	4.6600e-003	0.1533	0.0357	4.3000e-004	0.0131	4.6000e-004	0.0136	3.4900e-003	4.4000e-004	3.9300e-003	0.0000	42.2058	42.2058	2.9300e-003	0.0000	42.2790
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	3.7900e-003	2.9500e-003	0.0333	1.0000e-004	9.6400e-003	8.0000e-005	9.7200e-003	2.5600e-003	7.0000e-005	2.6300e-003	0.0000	8.7025	8.7025	2.6000e-004	0.0000	8.7089
<b>Total</b>	<b>8.4500e-003</b>	<b>0.1562</b>	<b>0.0690</b>	<b>5.3000e-004</b>	<b>0.0227</b>	<b>5.4000e-004</b>	<b>0.0233</b>	<b>6.0500e-003</b>	<b>5.1000e-004</b>	<b>6.5600e-003</b>	<b>0.0000</b>	<b>50.9083</b>	<b>50.9083</b>	<b>3.1900e-003</b>	<b>0.0000</b>	<b>50.9879</b>

**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					0.0539	0.0000	0.0539	8.1600e-003	0.0000	8.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7700e-003	0.0374	0.1285	1.9000e-004		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	16.1123	16.1123	4.9500e-003	0.0000	16.2360
<b>Total</b>	<b>2.7700e-003</b>	<b>0.0374</b>	<b>0.1285</b>	<b>1.9000e-004</b>	<b>0.0539</b>	<b>2.8000e-004</b>	<b>0.0542</b>	<b>8.1600e-003</b>	<b>2.8000e-004</b>	<b>8.4400e-003</b>	<b>0.0000</b>	<b>16.1123</b>	<b>16.1123</b>	<b>4.9500e-003</b>	<b>0.0000</b>	<b>16.2360</b>

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**3.2 Demolition - 2021**

**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	4.6600e-003	0.1533	0.0357	4.3000e-004	0.0131	4.6000e-004	0.0136	3.4900e-003	4.4000e-004	3.9300e-003	0.0000	42.2058	42.2058	2.9300e-003	0.0000	42.2790
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	3.7900e-003	2.9500e-003	0.0333	1.0000e-004	9.6400e-003	8.0000e-005	9.7200e-003	2.5600e-003	7.0000e-005	2.6300e-003	0.0000	8.7025	8.7025	2.6000e-004	0.0000	8.7089
<b>Total</b>	<b>8.4500e-003</b>	<b>0.1562</b>	<b>0.0690</b>	<b>5.3000e-004</b>	<b>0.0227</b>	<b>5.4000e-004</b>	<b>0.0233</b>	<b>6.0500e-003</b>	<b>5.1000e-004</b>	<b>6.5600e-003</b>	<b>0.0000</b>	<b>50.9083</b>	<b>50.9083</b>	<b>3.1900e-003</b>	<b>0.0000</b>	<b>50.9879</b>

**3.3 Grading Soil Import - 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					3.0000e-004	0.0000	3.0000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2500e-003	0.0228	0.0271	4.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	3.2757	3.2757	1.0600e-003	0.0000	3.3022
<b>Total</b>	<b>2.2500e-003</b>	<b>0.0228</b>	<b>0.0271</b>	<b>4.0000e-005</b>	<b>3.0000e-004</b>	<b>1.3400e-003</b>	<b>1.6400e-003</b>	<b>4.0000e-005</b>	<b>1.2300e-003</b>	<b>1.2700e-003</b>	<b>0.0000</b>	<b>3.2757</b>	<b>3.2757</b>	<b>1.0600e-003</b>	<b>0.0000</b>	<b>3.3022</b>

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**3.3 Grading Soil Import - 2021**

**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	1.2800e-003	0.0421	9.8100e-003	1.2000e-004	2.6100e-003	1.3000e-004	2.7400e-003	7.2000e-004	1.2000e-004	8.4000e-004	0.0000	11.5869	11.5869	8.0000e-004	0.0000	11.6070
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	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
<b>Total</b>	<b>1.2800e-003</b>	<b>0.0421</b>	<b>9.8100e-003</b>	<b>1.2000e-004</b>	<b>2.6100e-003</b>	<b>1.3000e-004</b>	<b>2.7400e-003</b>	<b>7.2000e-004</b>	<b>1.2000e-004</b>	<b>8.4000e-004</b>	<b>0.0000</b>	<b>11.5869</b>	<b>11.5869</b>	<b>8.0000e-004</b>	<b>0.0000</b>	<b>11.6070</b>

**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					1.3000e-004	0.0000	1.3000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-004	1.9700e-003	0.0281	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.2757	3.2757	1.0600e-003	0.0000	3.3021
<b>Total</b>	<b>4.6000e-004</b>	<b>1.9700e-003</b>	<b>0.0281</b>	<b>4.0000e-005</b>	<b>1.3000e-004</b>	<b>6.0000e-005</b>	<b>1.9000e-004</b>	<b>2.0000e-005</b>	<b>6.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>3.2757</b>	<b>3.2757</b>	<b>1.0600e-003</b>	<b>0.0000</b>	<b>3.3021</b>

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**3.3 Grading Soil Import - 2021**

**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	1.2800e-003	0.0421	9.8100e-003	1.2000e-004	2.6100e-003	1.3000e-004	2.7400e-003	7.2000e-004	1.2000e-004	8.4000e-004	0.0000	11.5869	11.5869	8.0000e-004	0.0000	11.6070
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	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
<b>Total</b>	<b>1.2800e-003</b>	<b>0.0421</b>	<b>9.8100e-003</b>	<b>1.2000e-004</b>	<b>2.6100e-003</b>	<b>1.3000e-004</b>	<b>2.7400e-003</b>	<b>7.2000e-004</b>	<b>1.2000e-004</b>	<b>8.4000e-004</b>	<b>0.0000</b>	<b>11.5869</b>	<b>11.5869</b>	<b>8.0000e-004</b>	<b>0.0000</b>	<b>11.6070</b>

**3.4 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					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	0.1051	0.9373	0.7946	1.9100e-003		0.0461	0.0461		0.0425	0.0425	0.0000	167.0561	167.0561	0.0534	0.0000	168.3898
<b>Total</b>	<b>0.1051</b>	<b>0.9373</b>	<b>0.7946</b>	<b>1.9100e-003</b>	<b>0.0000</b>	<b>0.0461</b>	<b>0.0461</b>	<b>0.0000</b>	<b>0.0425</b>	<b>0.0425</b>	<b>0.0000</b>	<b>167.0561</b>	<b>167.0561</b>	<b>0.0534</b>	<b>0.0000</b>	<b>168.3898</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**3.4 Grading - 2021**

**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	6.1500e-003	0.1954	0.0530	5.0000e-004	0.0125	4.0000e-004	0.0129	3.6000e-003	3.8000e-004	3.9800e-003	0.0000	48.8063	48.8063	2.9900e-003	0.0000	48.8812
Worker	0.0170	0.0133	0.1498	4.3000e-004	0.0434	3.6000e-004	0.0438	0.0115	3.3000e-004	0.0119	0.0000	39.1611	39.1611	1.1500e-003	0.0000	39.1899
<b>Total</b>	<b>0.0232</b>	<b>0.2087</b>	<b>0.2027</b>	<b>9.3000e-004</b>	<b>0.0559</b>	<b>7.6000e-004</b>	<b>0.0566</b>	<b>0.0151</b>	<b>7.1000e-004</b>	<b>0.0158</b>	<b>0.0000</b>	<b>87.9674</b>	<b>87.9674</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>88.0711</b>

**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	0.0259	0.2265	1.0089	1.9100e-003		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	167.0559	167.0559	0.0534	0.0000	168.3896
<b>Total</b>	<b>0.0259</b>	<b>0.2265</b>	<b>1.0089</b>	<b>1.9100e-003</b>	<b>0.0000</b>	<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>167.0559</b>	<b>167.0559</b>	<b>0.0534</b>	<b>0.0000</b>	<b>168.3896</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**3.4 Grading - 2021**

**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	6.1500e-003	0.1954	0.0530	5.0000e-004	0.0125	4.0000e-004	0.0129	3.6000e-003	3.8000e-004	3.9800e-003	0.0000	48.8063	48.8063	2.9900e-003	0.0000	48.8812
Worker	0.0170	0.0133	0.1498	4.3000e-004	0.0434	3.6000e-004	0.0438	0.0115	3.3000e-004	0.0119	0.0000	39.1611	39.1611	1.1500e-003	0.0000	39.1899
<b>Total</b>	<b>0.0232</b>	<b>0.2087</b>	<b>0.2027</b>	<b>9.3000e-004</b>	<b>0.0559</b>	<b>7.6000e-004</b>	<b>0.0566</b>	<b>0.0151</b>	<b>7.1000e-004</b>	<b>0.0158</b>	<b>0.0000</b>	<b>87.9674</b>	<b>87.9674</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>88.0711</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	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	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
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	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N





Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

	Natural Gas 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	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**5.3 Energy by Land Use - Electricity**

**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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	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	1.6000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	1.6000e-004	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

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**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	1.6000e-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	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
<b>Total</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>

**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	1.6000e-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	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
<b>Total</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>

**7.0 Water Detail**

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.9491	7.0000e-005	1.0000e-005	2.9551
Unmitigated	2.9491	7.0000e-005	1.0000e-005	2.9551

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.476593	2.9491	7.0000e-005	1.0000e-005	2.9551
<b>Total</b>		<b>2.9491</b>	<b>7.0000e-005</b>	<b>1.0000e-005</b>	<b>2.9551</b>

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.476593	2.9491	7.0000e-005	1.0000e-005	2.9551
<b>Total</b>		<b>2.9491</b>	<b>7.0000e-005</b>	<b>1.0000e-005</b>	<b>2.9551</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.0900e-003	3.6000e-004	0.0000	0.0151
Unmitigated	6.0900e-003	3.6000e-004	0.0000	0.0151

Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**8.2 Waste by Land Use**

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0151
<b>Total</b>		<b>6.0900e-003</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>0.0151</b>

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0151
<b>Total</b>		<b>6.0900e-003</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>0.0151</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Rancho Cienega Celes King III Pool Demo - Los Angeles-South Coast County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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## **APPENDIX C**

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# **Cultural Resources Assessment**





## Memorandum

To	James R. Tebbetts, Environmental Specialist II, Department of Public Works, Bureau of Engineering	Page	1
CC	Ohaji K. Abdallah, Architectural Associate II/Project Manager, Department of Public Works, Bureau of Engineering		
Subject	Cultural Resources Assessment of Rancho Cienega Celes King III Pool Demolition Project (Project No. 60575000)		
From	Trina Meiser, Senior Historic Preservation Planner Marc Beherec, Senior Archaeologist		
Date	June 15, 2018		

### Introduction

The City of Los Angeles (City) proposes to demolish the Celes King III Indoor Pool and convert the site into a community front lawn and playground area (project). The Department of Public Works, Bureau of Engineering (LABOE) is the lead agency. Under the separate *Initial Study/Mitigated Negative Declaration (IS/MND) for Rancho Cienega Sports Complex Project* prepared by AECOM, the City of Los Angeles is constructing a new sports complex on the 30-acre park property. Under that IS/MND dated March 2016, the Celes King III Pool was to remain in place. Now, the City proposes demolishing the existing Celes King III Indoor Pool. The facility was constructed in 1963, is aging, and presents substantial maintenance challenges. In addition, the pool no longer meets the standards for competition pools. The City proposes to demolish the building, and grade and landscape the building site. Building on previous studies for the *Rancho Cienega Sports Complex Project*, this report documents the cultural resources assessment of the project, specifically new impacts of the proposed demolition of the Celes King III Pool. This analysis was conducted by AECOM cultural resources staff who meet the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations [C.F.R.] Part 61) for archaeology, history and architectural history, in compliance with the guidelines of the California Environmental Quality Act (CEQA).

### Project Location

The project site is located in the southeast quadrant of the Rancho Cienega Sports Complex at 5001 Rodeo Road in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. Generally, the Rancho Cienega Sports Complex is bounded by the Los Angeles County Metropolitan Transportation Authority (Metro) Expo Line light rail transit system to the north (along Exposition Boulevard), Dorsey High School to the east, residential land uses to the south across Rodeo Road, and commercial uses to the west. The project site is bounded by a paved surface parking lot to the west, a tennis shop approved for demolition to the north, tennis courts to the east, and Rodeo Road to the south. Figure 1 shows the regional location of the project site. Figure 2 shows the project site within the Rancho Cienega Sports Complex.

## Project Description

The proposed project would conduct required hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utilities installation, landscaping and hardscaping, and installation of playground and shade structures.

Demolition and construction activities would last approximately 12 months from December 2020 to December 2021. Conducting the required hazardous materials abatement, draining water from the existing Celes King III Pool, and demolishing the Celes King III Pool building would last approximately 4 months. Approximately 14,000 cubic yards of demolition debris would be exported from the project site. Infill of the pool pit would last approximately 2 months, requiring approximately 1,600 cubic yards of soil to be imported for backfill. Rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures would last approximately 6 months. Demolition and construction activities would require an average of 10 truck roundtrips per day, with a peak of 18 daily truck roundtrips occurring during one month for the infill of the pool pit. A total of approximately 20 construction workers would be on-site each day. Demolition and hazardous materials abatement would require approximately four types of equipment, consisting of a demolition excavator, articulating dump truck, street sweeper, and 20 yard roll off bins. Construction activities would require approximately four types of equipment, consisting of a compactor, several 20 yard roll off bins, street sweepers, and several backhoes/skip loaders, as well as concrete trucks as necessary. It is not anticipated that any trees be removed as part of the proposed project. Following construction, the project site would operate similarly to existing conditions, and the community front lawn and playground area would have passive uses.

The existing Rancho Cienega Sports Complex is currently developed as a sports complex. The existing complex contains a variety of facilities, including a gymnasium, basketball courts, baseball diamond, child play area, community room, football field, handball courts, picnic tables, soccer field, skate park, and tennis courts. The Rancho Cienega Sports Complex has been approved for construction and demolition activities as part of the recently approved *Rancho Cienega Sports Complex Project*. Phase 1 of the *Rancho Cienega Sports Complex Project* would include demolition and construction of the indoor gymnasium to the northwest of the project site, demolition of the existing restroom facilities and construction of a new indoor pool, bathhouse facility, and multiuse building to the northwest of the project site, rehabilitation of the tennis shop to the north of the project site, construction of a new stadium overlook and concession stand to the northwest of the project site, and improvements to the primary parking lot along Rodeo Road directly adjacent to the project site on the west. Phase 2 of the *Rancho Cienega Sports Complex Project* would include demolition of parking lots, outdated electrical and plumbing infrastructure, asphalt maintenance driveways and concrete sidewalks, and construction of a driveway, off street parking, park infrastructure (including landscaping and furniture), a tennis block with bleachers and a shade structure, bleachers and a shade structure for the baseball field, and a stadium block that includes a press box, concession stand, elevated bleachers, and restrooms. Construction of the proposed project would occur following the end of Phase 1 and prior to the commencement of Phase 2 of the approved *Rancho Cienega Sports Complex Project*.

## Area of Potential Effects

The previous cultural resource study for the *Rancho Cienega Sports Complex Project* (AECOM 2015) investigated an Area of Potential Effects (APE) that encompassed the entire Rancho Cienega Park, including the current project area. Within the previous APE, one historical resource (as defined in California Code of Regulations Section 15064.5) was identified, the Celes King III Pool (Plates 1 and 2). Because no other historical resources were identified within the vicinity of the Celes King III Pool,

it is unlikely that the project will result in any indirect visual, atmospheric, and audible effects to other historical resources. Therefore, the APE for this project is limited to the project footprint, including all areas of ground disturbance. The vertical extent of the APE accounts for proposed grading and excavation activities. Figure 3 shows the APE.



Plate 1. Celes King III Pool, exterior.



Plate 2. Celes King III Pool, interior.

## Identification of Historical Resources

Based on the findings of the previous cultural resource study for the *Rancho Cienega Sports Complex Project* (AECOM 2015), which included a cultural resources records search at the South Central Coastal Information Center, Native American contact program and Sacred Land files search, additional archival research, pedestrian survey, and paleontological records search, the APE contains one historical resource and potential areas of archaeological and paleontological sensitivity. The Celes King III Indoor Pool was found eligible under Criterion 3 of the California Register of Historical Resources for its distinctive modern design for a civic building in Los Angeles, and is considered a historical resource as defined in California Code of Regulations Section 15064.5. As the project would

be constructed in an area with known prehistoric and historic archaeological and paleontological sensitivity, prehistoric and/or historic archaeological resources and paleontological resources may be present within the APE. Such resources may lie beneath the surface obscured by existing pavement or vegetation.

## **Assembly Bill (AB) 52 Consultation**

AB 52 modified CEQA to directly address tribal concerns from the beginning of the planning process. AB 52 established a new category of resources in the California Environmental Quality Act called tribal cultural resources (TCRs). TCRs are resources which are "Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are also eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or are determined by a lead agency, in consultation with California Native American tribes, to be significant. AB 52 mandates direct government-to-government consultation with interested tribes in order to identify and protect TCRs.

On behalf of the LABOE and in support of its responsibilities under AB 52, AECOM conducted a Native American contact program to inform interested parties of the project and to address any concerns regarding TCRs or other resources that might be affected by the project. The program involved contacting Native American representatives identified by the Native American Heritage Commission (NAHC) to solicit comments and concerns regarding the project.

A letter was prepared and mailed to the NAHC on May 21, 2018. The letters requested that a Sacred Lands File check be conducted for the project and that contact information be provided for Native American groups or individuals that may have concerns about cultural resources in the project area. The NAHC responded in a letter sent via email on May 30, 2018. The letter indicated that a Sacred Lands File search had been conducted with negative results. The letter also included an attached list of Native American contacts whom it indicated may have information about Native American cultural resources within the project area.

Letters were mailed on June 6, 2018, to the six parties indicated on the NAHC contact list:

- Chairperson Anthony Morales of the Gabrielino/Tongva San Gabriel Band of Mission Indians,
- Chairperson Andrew Salas of the Gabrielino Band of Mission Indians – Kizh Nation,
- Charles Alvarez of the Gabrielino-Tongva Tribe,
- Chairperson Robert F. Dorame of the Gabrielino Tongva Indians of California Tribal Council,
- Chairperson Sandonne Goad of the Gabrielino/Tongva Nation, and
- Chairperson Donna Yocum of the San Fernando Band of Mission Indians.

Maps depicting the APE and response forms were attached to each letter. Follow-up phone calls were made to each of these parties on July 18, 2018. Documents pertaining to the Native American contact program are attached as Appendix B.

Two tribes responded to the letter, and an additional two tribes commented in the course of follow-up calls.

- Admin Specialist Brandy Salas of the Gabrielino Band of Mission Indians – Kizh Nation responded on behalf of Chairperson Andrew Salas in an email on June 13, 2018. Ms. Salas requested direct government-to-government consultation.
- Chairperson Robert F. Dorame called in response to the letter on June 14, 2018. Mr. Dorame stated that the project area is known to his tribe to be sensitive for cultural resources. He is

particular concerned about the potential for human remains, because the CHRIS records search identified sites with human remains less than 0.5 mile from the project area. Mr. Dorame requested both an archaeological monitor and a tribal monitor be present during ground-disturbing activities. Mr. Dorame also requested direct government-to-government consultation.

- Chairperson Anthony Morales was reached by phone on July 18, 2018. Mr. Morales stated that the West Los Angeles area is spiritually and culturally sensitive for his tribe because of the number of archaeological sites encountered in the area. Mr. Morales said that he recommends Native American monitoring, and requests that a member of his tribe be used as a monitor. Mr. Morales also requested direct government-to-government consultation.
- Chairperson Donna Yocum was reached by phone on July 18, 2018. Ms. Yocum informed us that, her tribe would defer to more local tribes. She recommended we contact the Gabrielino groups for comment.

## Impacts Assessment

### *Historical Resources*

A significant impact would result if the project caused a substantial adverse change to the significance of a historical resource, as defined in California Code of Regulations Section 15064.5. The Celes King III Pool is a historical resource that is significant under CRHR Criterion 3 for its modern architectural design. Its character-defining features include the stylized configuration of windows primarily on the south side of the building that continue on the east and west sides, its roof slope, and the presence of the indoor pool. Demolition of the Celes King III Pool would cause a substantial adverse change to the historical resource by the removal of all of its features, and would result in a significant and unavoidable impact under CEQA.

Measures should be implemented to mitigate the significant impact; however, demolition would still result in a significant and unavoidable impact. Mitigation may include archival documentation consistent with the standards of the National Park Service's Historic American Building Survey (HABS) documentation, which is described by the NPS as "the last means of preservation of a property; when a property is to be demolished, its documentation provides future researcher access to valuable information that otherwise would be lost" (Russell 1990). Proposed mitigation measures are listed below.

Mitigation Measure CULT-1: Prior to demolition, Secretary of the Interior-qualified professionals in history or architectural history shall perform photo recordation and documentation consistent with HABS documentation. HABS-type documentation shall consist of large-format archival photographs, reproductions of historic drawings, if available, a sketch map, and written data (e.g., historic context, building description) that comprise a detailed record that reflects the building's historical significance. Following completion of the HABS-type documentation, the materials shall be placed on file with LABOE, the Los Angeles Public Library, and the LA Conservancy.

Mitigation Measure CULT-2: A display and interpretive material for public exhibition concerning the history of the Rancho Cienega Sports Complex and the Celes King III Indoor Pool shall be developed. The display and interpretive material shall incorporate information produced in the HABS-like documentation and historical research related to the historical resource. This display and interpretive material shall be available to the public in a physical and/or digital format, such as a poster or website page.

Implementation of Mitigation Measures CULT-1 and CULT-2 would not retain or preserve the character-defining features of the historical resource, and would not reduce the substantial adverse

change to the historical resource. Implementation of the mitigation measures would not lower the impact of demolition to a level less than significant; therefore, the project would result in a significant and unavoidable impact on a historical resource. No impacts would occur from the operation of the project.

### *Archaeological Resources*

A significant impact would occur if the project caused a substantial adverse change in the significance of an archaeological resource, as defined in California Code of Regulations Section 15064.5. Following demolition of the Celes King III Pool building, construction activities would include hazardous materials abatement, rough grading, infill of the pool pit, utility installations, landscaping and hardscaping, and installation of playground and shade structures. The project may have direct impacts on subsurface archaeological resources that may be encountered during construction. Disturbance of archaeological resources would result in a significant impact under CEQA.

Archival research revealed that five prehistoric sites, including one burial site, are located less than 0.5-mile west of the site. The closest site is less than 0.15-mile west of the project site. Some of these are deeply buried by alluvium. For example, the human remains uncovered approximately 0.5-mile southeast of the project site lay up to 23 feet below the 1924 ground surface. Archaeological sites may also be buried by the placement of fill that was imported to the Rancho Cienega Sports Center property during its development beginning in the 1930s. The lack of surface evidence of archaeological materials does not preclude the possibility that subsurface archaeological materials may exist. The presence of alluvium may mean that any surface evidence of archaeological materials has been buried and could be encountered during excavation. Based on the cultural resources assessment for the *Rancho Cienega Sports Complex Project*, the project site is culturally sensitive for prehistoric and/or historic archaeological resources. Because the potential to encounter archaeological resources exists for this project, archaeological monitoring should be conducted during all ground-disturbing activities into native soils. Because of previous disturbances to the site, this depth is unknown. Mitigation Measure CULT-3 should be implemented to ensure that any potential impacts remain less than significant.

Mitigation Measure CULT-3: Archaeological monitoring shall consist of spot checking until native soils are observed, at which time monitoring will be conducted full time. The archaeological monitor shall have the authority to redirect construction equipment in the event potential archaeological resources are encountered. If archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment or further investigation of the resource is determined by a qualified archaeologist in accordance with the provisions of CEQA Guidelines Section 15064.5. In addition, it is recommended that the construction personnel and staff receive training on possible archaeological resources that may be present in the area to establish an understanding of what to look for during ground-disturbing activities.

### *Paleontological Resources*

A significant impact would occur if grading or excavation activities associated with the proposed project disturbed unique paleontological resources or unique geologic features. Following demolition of the Celes King III Pool building, construction activities would include hazardous materials abatement, rough grading, infill of the pool pit, utility installations, landscaping and hardscaping, and installation of playground and shade structures. The project may have direct impacts on unknown, subsurface paleontological resources that may be encountered during construction. Disturbance of paleontological resources would result in a significant impact under CEQA.

Archival research indicates that excavations near the project site extending into older Quaternary have encountered significant vertebrate fossils. In some places, Quaternary older alluvium and significant fossil remains may lay close to the surface. For example, the closest fossil locality recorded by the Natural History Museum of Los Angeles County, near the intersection of Rodeo Road and Sycamore Avenue, encountered a fossil horse at a depth of 6 feet below ground surface. As the project would be constructed in an area with known paleontological sensitivity, excavations into undisturbed older Quaternary layers, which vary in depth within the project vicinity, may disturb significant paleontological resources that potentially lie beneath the surface obscured by existing pavement or vegetation. Such resources may lie beneath the surface obscured by existing pavement or vegetation. As such, paleontological monitoring is recommended during ground-disturbing activities in areas of paleontological sensitivity. Mitigation Measure CULT-4 should be implemented to ensure that any potential impacts remain less than significant.

Mitigation Measure CULT-4: Excavations into undisturbed older Quaternary layers, which vary in depth within the project site, shall be monitored. Monitoring shall consist of spot checking until native soils are observed, at which time monitoring shall be conducted full-time. In the event that potential paleontological resources are encountered, a qualified paleontologist shall be retained to recover and record any fossil remains discovered. Any fossils, should they be recovered, shall be prepared, identified, and catalogued before curation in an accredited repository designated by the lead agency.

With implementation of Mitigation Measure CULT-4, potential impacts to paleontological resources during construction activities associated with the project would be less than significant. No impacts would occur from the operation of the project.

#### *Tribal Cultural Resources*

A significant impact would occur if the project caused a substantial adverse change in the significance of a TCR, as defined in California Public Resources Code Section 21074. Although no TCRs have been identified within the project area, as noted above, the project site is culturally sensitive for buried prehistoric and/or historic archaeological resources that could include TCRs. Native American individuals identified by the NAHC as representatives of California Indian Tribes have requested that both archaeological and Native American monitoring be conducted during ground-disturbing activities. Moreover, they have requested ongoing government-to-government consultation throughout the life of the project.

Mitigation Measure TCR-1: A trained Native American consultant or consultants shall be engaged to monitor ground-disturbing work in the area containing the Native American cultural resources. The consultant or consultants shall be selected from the interested Native American parties who consulted on the project. This monitoring shall occur on an as-needed basis as determined by LABOE in consultation with interested tribes, and shall be intended to ensure that Native American concerns are taken into account during the construction process. The Native American consultant will report findings to LABOE or its archaeological consultant, which will disseminate the information to the consulting Native American parties. The Native American parties identified by the NAHC shall be consulted regarding the treatment and final disposition of any materials of Native American origin found during the course of the project, if any, and will assist LABOE in determining whether these materials constitute TCRs.

With implementation of Mitigation Measure TCR-1, potential impacts to tribal cultural resources identified during construction activities for the proposed project would be less than significant. In addition, no impacts would occur from the operation of the proposed project.



## Summary

The project would result in impacts to cultural resources. The Celes King III Pool is a historical resource under CEQA, and the project would cause a substantial adverse change to the historical resource from demolition, resulting in a significant and unavoidable impact. Mitigation Measures CULT-1 and CULT-2 should be implemented to reduce the impact, but implementation will not reduce the impact to a level less than significant. The project also has the potential to impact unknown, subsurface archaeological, paleontological, and tribal cultural resources from excavation and grading activities. Implementation of Mitigation Measures CULT-3 and CULT-4 would reduce potential impacts to a level less than significant. TCR-1 will reduce the impact to tribal cultural resources to a less-than-significant level and satisfy LABOE's consultation requirements under AB 52.

## References

AECOM

2015 *Draft Cultural Resources Assessment Rancho Cienega Sports Complex (Celes King III Pool) Project, Los Angeles, California.* Prepared for LABOE.

2016 *Initial Study/Mitigated Negative Declaration for Rancho Cienega Sports Complex Project.* Prepared for LABOE (March 2016).

Russell, Caroline H.

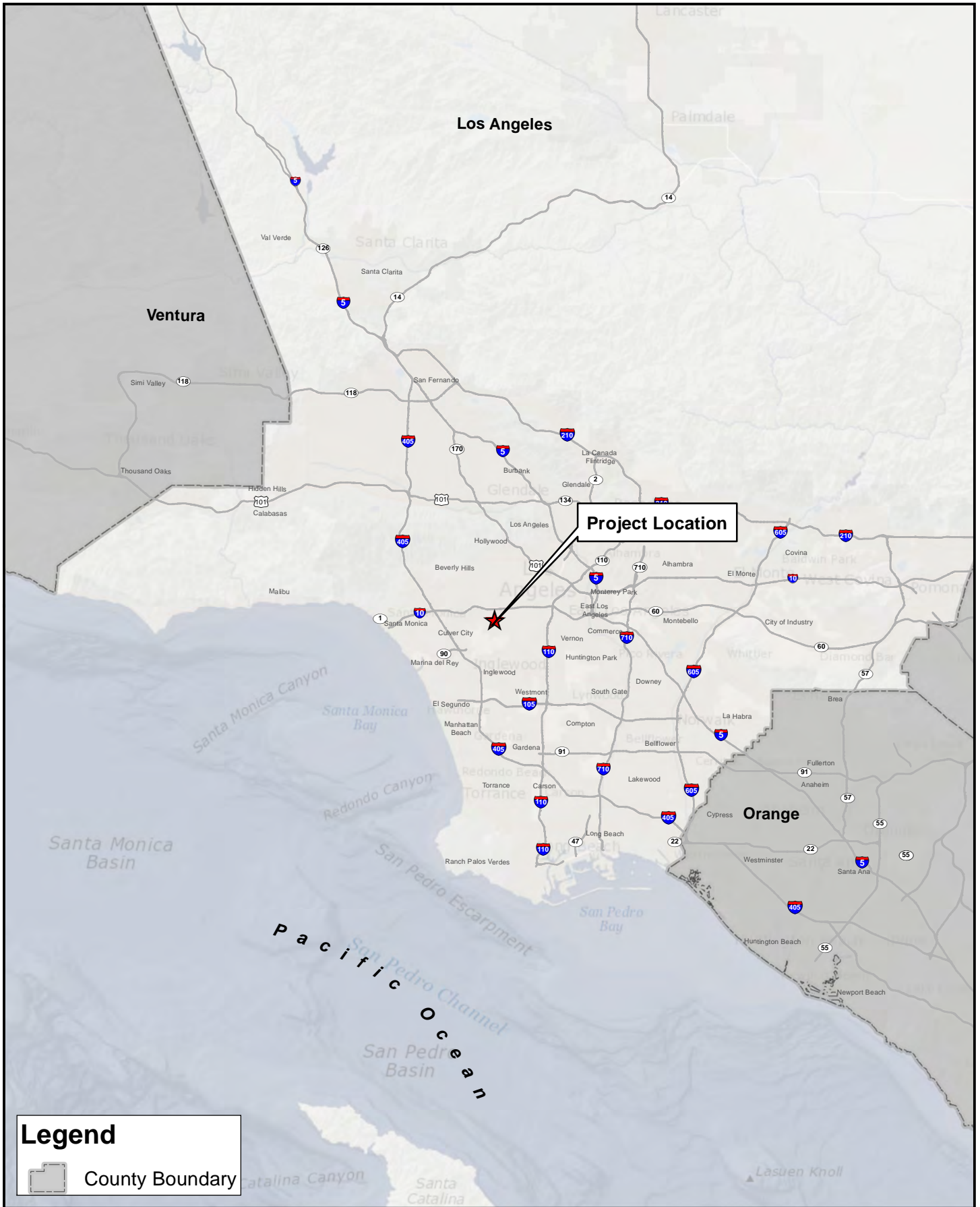
1990 *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards.* Historic American Building Survey/Historic American Engineering Record, Cultural Resource Program, U.S. Department of the Interior, National Park Service. Accessed through <http://www.nps.gov/hdp/standards/standards.pdf>.

## Attachments

A. Maps

B. AB 52 Correspondence (*Confidential*)

**Attachment A**  
**Maps**



Source: ESRI 2013



0 10 20 Miles

Scale: 1:633,600

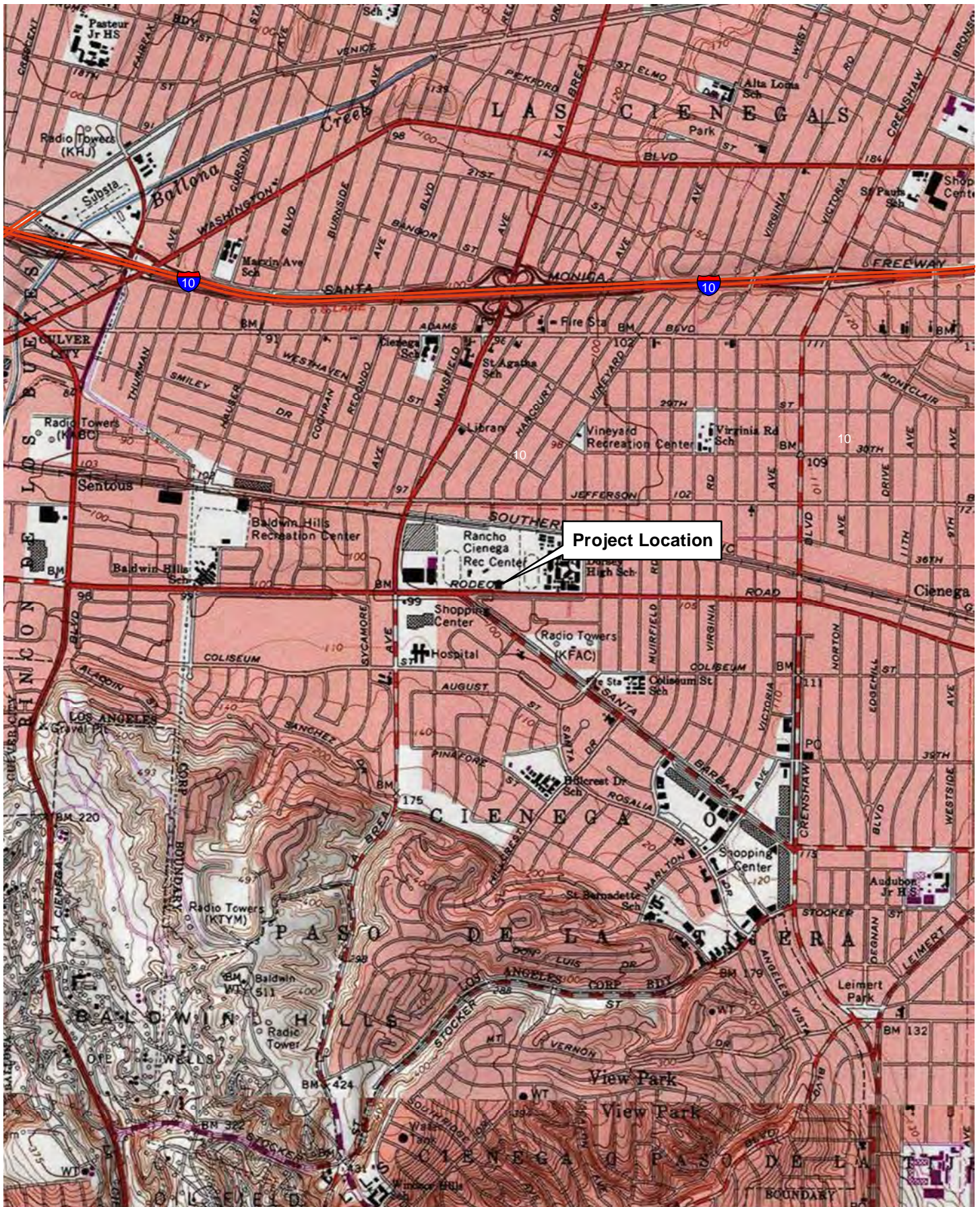
**AECOM**

**Figure 1**

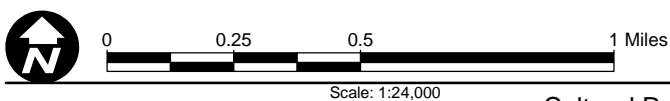
**Regional Location Map**

**Cultural Resources Assessment Rancho Cienega Celes King III Pool Project**

Path: \\USLA1FS002\pdd\_prod\Profile\2015\60440382\_LABOE\_RanchoCienega\400 - Technical\Cultural\GIS\Layout\Fig1\_LABOE\_RanchoCienega\_Regional\_20150928.mxd, 10/21/2015, Aziz\_Bakkoury



Source: USGS 7.5" Quadrangle (Hollywood 1966 - Revised 1981)



**AECOM**  
**Figure 2**  
**Project Location Map**

Cultural Resources Assessment Rancho Cienega Celes King III Pool Project

Path: \\SLA\IFS002\pdd\_prod\Projfile\2015\60440382\_LABOE\_RanchoCienega\400 - Technical\Cultural\GIS\Layout\Fig2\_LABOE\_RanchoCienega\_Project\_Location\_20150928.mxd, 10/21/2015, Aziz\_Bakkoury



Source: Esri 2018.



0 50 100 Feet  
1 inch = 50 feet

 APE

**AECOM**  
**Figure 3**  
**APE Map**

**Attachment B**  
**AB 52 Correspondence**  
***(Confidential)***



## **APPENDIX D**

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# **Noise and Vibration Impact Study**





# **RANCHO CIENEGA CELES KING III POOL DEMOLITION**

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## **NOISE AND VIBRATION IMPACT STUDY**



**Prepared for  
LOS ANGELES BUREAU OF ENGINEERING**

**Prepared by  
TERRY A. HAYES ASSOCIATES INC.**



**AUGUST 2018**

taha 2018-028

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## TECHNICAL APPENDIX

Appendix A Noise Data and Calculations

## 1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates Inc. (TAHA) completed a noise and vibration impact analysis for the Rancho Cienega Celes King III Pool Demolition Project (proposed project). The analysis assessed construction and operational impacts associated with the proposed project. Summary of impact statements are shown in **Table 1-1**. Mitigation measures are summarized following the table.

<b>TABLE 1-1: SUMMARY OF IMPACT STATEMENTS</b>		
<b>Impact Statement</b>	<b>Proposed Project Level of Significance</b>	<b>Applicable Mitigation Measures</b>
Would the proposed project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less-than-Significant Impact With Mitigation	<b>N1 through N8</b>
Would the proposed project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less-than-Significant Impact	None
Would the proposed project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less-than-Significant Impact	None
Would the proposed project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less-than-Significant Impact With Mitigation	<b>N1 through N8</b>
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 expose people residing or working in the project area to excessive noise levels?	No Impact	None
For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	No Impact	None

**SOURCE:** TAHA, 2018.

### Mitigation Measures

- N1** Construction equipment shall be properly maintained and equipped with mufflers.
- N2** Construction equipment shall have rubber tires instead of tracks.
- N3** Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.
- N4** A public liaison shall be appointed for project construction will be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern.
- N5** The construction manager shall coordinate with the site administrator for Dorsey High School to schedule construction activity such that student exposure to noise is minimized.
- N6** The public shall be notified in advance of the location and dates of construction hours and activities.
- N7** Construction activities shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. when located within 500 feet of occupied sleeping quarters or other land uses sensitive to increased nighttime noise levels.

- N8** If Mitigation Measures **N1** through **N7** do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted (e.g., Mitigation Measure **N4**).

## **2.0 INTRODUCTION**

### **2.1 PURPOSE OF REPORT**

The purpose of this report is to evaluate the potential noise and vibration impacts associated with the proposed project.

### **2.2 PROJECT DESCRIPTION**

#### **2.2.1. Project Description**

The proposed project consists of demolition of the Celes King III Indoor Pool. The building and pool will be demolished, and the site will be graded and landscaped.

#### **2.2.2. Project Background**

The Rancho Cienega Sports Complex (Phase 1) Project was approved on December 2016. The proposed project included the development of an upgraded and expanded sports complex. The proposed project will construct a new 30,000 square-foot sports complex that includes a new indoor gymnasium with office space, a running path, and a lookout deck on the second floor; a new tennis shop with restrooms and tennis overlook; a new stadium overlook with a concession stand, restrooms and a ticket office; installation of new driveways; and upgrades to existing parking areas. For historic reasons, demolition of the Celes King III Indoor Pool was not considered with the Rancho Cienega Sports Complex (Phase 1) Project which was approved by the Board of Recreation and Park Commissioners on December 14, 2016. This demolition project is related to but not necessary for the Ranch Cienega Sports Complex.

#### **2.2.3. Location**

The project site is located at 5001 Rodeo Road in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The project site is bounded by the Rancho Cienega Sports Complex to the north, Susan Miller Dorsey High School to the east, residential land uses to the south, and a shopping center to the west. **Figure 2-1** shows the location of the project site.

#### **2.2.4. Setting**

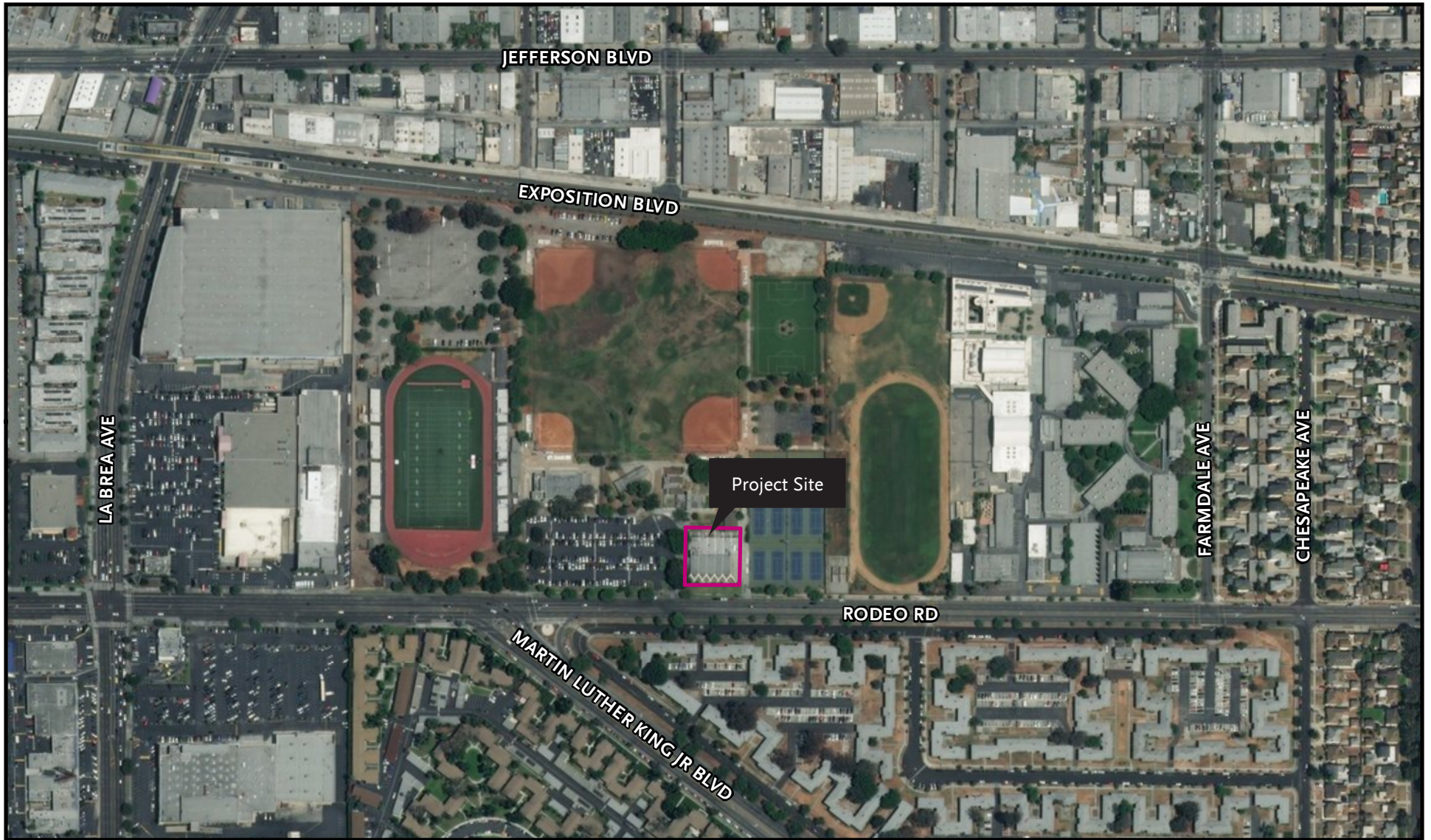
The project site currently has an indoor pool. Adjacent to the project site is the existing Rancho Cienega Sports Complex which contains a variety of facilities including a gymnasium, basketball courts, baseball diamond, children's play area, community room, football field, handball courts, picnic tables, soccer field, skate park, and tennis courts.<sup>1</sup> The project site is accessed via Rodeo Road on the south side and via Exposition Boulevard on the north side. There are two main parking areas: one in the northwest area of the park and another in the southern area adjacent to Rodeo Road.

The land uses located in the vicinity of the project site are highly urbanized. The Project area consists predominantly of single- and multi-family residential housing, industrial uses, commercial uses, and public facilities.<sup>2</sup> Residential housing is located to the east and south of the project site, industrial and commercial uses to the west, and exclusively industrial to the north. Public facilities land uses are located directly adjacent to the north and institutional uses east of the project site.

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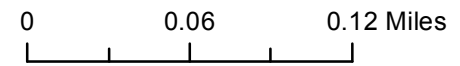
<sup>1</sup>City of Los Angeles Department of Recreation and Parks, Rancho Cienega Sports Complex. Website: <https://www.laparks.org/reccenter/rancho-cienega-sports-complex>, accessed May 23, 2018.

<sup>2</sup>City of Los Angeles Department of City Planning, *West Adams-Baldwin Hills-Leimert Community Plan Generalized Land Use Map*, <http://planning.lacity.org/complan/central/pdf/genlumap.wad.pdf>, accessed May 24, 2018.



**LEGEND:**

 Project Site



Source: TAHA, 2018.

**FIGURE 2-1**  
**PROJECT LOCATION**

### **3.0 NOISE AND VIBRATION**

This section describes the characteristics and effects of noise and vibration, discusses the applicable regulatory setting, the existing setting, and evaluates noise and vibration levels associated with the proposed project.

#### **3.1 NOISE AND VIBRATION CHARACTERISTICS AND EFFECTS**

##### **3.1.1 Noise**

###### **Characteristics of Sound**

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch).<sup>3</sup> 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. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. **Figure 3-1** provides examples of A-weighted noise levels from common sounds.

###### **Noise Definitions**

This noise analysis discusses average sound levels in terms of Equivalent Noise Level ( $L_{eq}$ ).  $L_{eq}$  is the average sound level for any specific time period, on an energy basis. The  $L_{eq}$  for one hour is the energy average 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.  $L_{eq}$  is expressed in units of dBA.

###### **Effects of Noise**

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, the nature of work or human activity that is exposed to the noise source.

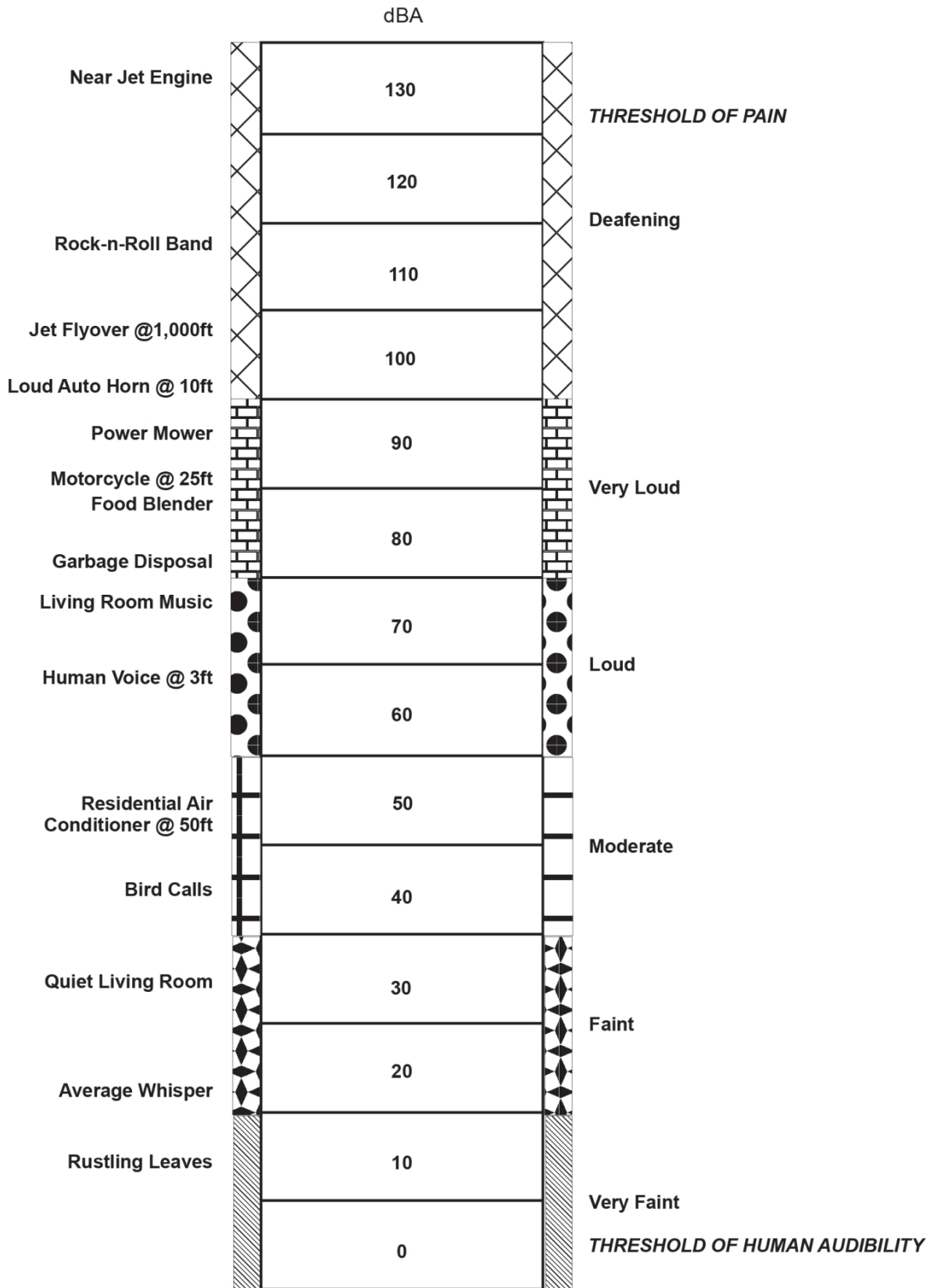
###### **Audible Noise Changes**

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 would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a community response.

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<sup>3</sup>California Department of Transportation, *Technical Noise Supplement*, September 2013.





Source: Cowan, James P., Handbook of Environmental Acoustics, 1993.

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) and 7.5 dBA over soft surfaces (e.g., grass) 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 and 4.5 dBA over soft surfaces for each doubling of the distance.

Generally, noise is most audible when traveling by direct line-of-sight.<sup>4</sup> In urban environments, barriers, such as walls, berms, or buildings, are often present, which breaks the line-of-sight between the source and the receiver, greatly reducing noise levels from the source since sound can only reach the receiver by bending over the top of the barrier (diffraction). However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced. In situations where the source or the receiver is located 3 meters (approximately 10 feet) above the ground, or whenever the line-of-sight averages more than 3 meters above the ground, sound levels would be reduced by approximately 3 dBA for each doubling of distance.

### 3.1.2 Vibration

#### Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as rock blasting, pile driving, and heavy earth-moving equipment.

#### Vibration Definitions

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The VdB acts to compress the range of numbers required to describe vibration.<sup>5</sup>

#### Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of vibration may damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes).

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<sup>4</sup>Line-of-sight is an unobstructed visual path between the noise source and the noise receptor.

<sup>5</sup>Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

## Perceptible Vibration Changes

In contrast to noise, vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 VdB RMS or lower, well below the threshold of perception for humans which is around 65 VdB RMS.<sup>6</sup> Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

### 3.2 REGULATORY SETTING

#### 3.2.1 Noise

##### Federal

**United States Environmental Protection Agency (USEPA).** The Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, the USEPA determined that subjective issues such as noise would be better addressed at local levels of government, thereby allowing more individualized control for specific issues by designated federal, state, and local government agencies. Consequently, in 1982, responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in the USEPA rulings in prior years remain in place.

##### State

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts, nor are these areas typically subject to California Environmental Quality Act (CEQA) analysis.

##### Local

The City of Los Angeles 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, Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) of the Los Angeles Municipal Code (LAMC) 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 home owner 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. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside of the limits described above.

LAMC Section 112.04 (Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices) specifies between the hours of 10:00 p.m. and 7:00 a.m. of the following day, no person shall operate any lawn mower, backpack blower, lawn edger,

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<sup>6</sup>Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

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. Furthermore, no gas-powered blower shall be used within 500 feet of a residence at any time.

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.

The Los Angeles Unified School District (LAUSD) has established noise standards to ensure that excess noise exposure to students and faculty does not occur. LAUSD has adopted an exterior noise standard of 67 dBA  $L_{eq}$  and an interior classroom noise standard of 45 dBA  $L_{eq}$ .

### 3.2.2 Vibration

#### Federal

The Federal Transit Administration (FTA) has published guidance for assessing building damage impacts from vibration. **Table 3-1** shows the FTA building damage criteria for vibration. FTA has also established criteria related to vibration annoyance, which are shown in **Table 3-2**.

<b>TABLE 3-1: CONSTRUCTION VIBRATION DAMAGE CRITERIA</b>	
<b>Building Category</b>	<b>Peak Particle Velocity (inches per second)</b>
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
<b>SOURCE:</b> FTA, <i>Transit Noise and Vibration Impact Assessment</i> , May 2006.	

<b>TABLE 3-2: CONSTRUCTION VIBRATION ANNOYANCE CRITERIA</b>			
<b>Land Use Category</b>	<b>Vibration Impact Level (VdB re micro-inch per second)</b>		
	<b>Frequent Events /a/</b>	<b>Occasional Events /b/</b>	<b>Infrequent Events /c/</b>
1. Buildings where vibration would interfere with interior operations.	65 /d/	65 /d/	65 /d/
2. Residences and buildings where people normally sleep.	72	75	80
3. Institutional land uses with primarily daytime use.	75	78	83
/a/ Frequent Events are defined as more than 70 vibration events of the same source per day. /b/ Occasional Events" are defined as between 30 and 70 vibration events of the same source per day. /c/ Infrequent Events" are defined as fewer than 30 vibration events of the same kind per day. /d/ This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors. <b>SOURCE:</b> FTA, <i>Transit Noise and Vibration Impact Assessment</i> , May 2006.			

#### State

There are no adopted State vibration standards.

**Local**

There are no adopted City of Los Angeles vibration standards.

**3.3 EXISTING SETTING**

**3.3.1 Existing Noise and Vibration Environment**

To characterize the existing noise environment around the project site, ambient noise was monitored using a SoundPro DL Sound Level Meter on May 31, 2018, between 10:00 a.m. and 12:00 p.m. The detailed locations are shown in **Figure 3-2**. Measurements were taken for 15-minute periods at each site. As shown in **Table 3-3**, the existing ambient sound levels range between 70.4 and 70.8 dBA  $L_{eq}$ . Traffic was the primary source of noise at each site. Possible sources of vibration at the project site include the Los Angeles County Metropolitan Transportation Authority (Metro) Expo Line and truck traffic. Based on the field visits, neither source generates perceptible vibration on the project site.

<b>TABLE 3-3: EXISTING AMBIENT NOISE LEVELS</b>		
<b>Figure 3-2 Key</b>	<b>Noise Monitoring Location</b>	<b>Sound Level (dBA, <math>L_{eq}</math>)</b>
1	Residences at 3515 S. La Brea Ave.	70.8
2	Residences at 5010 Rodeo Rd.	70.4
3	Susan Miller Dorsey High School	70.4
<b>SOURCE:</b> TAHA, 2018.		

**3.3.2 Sensitive Receptors**

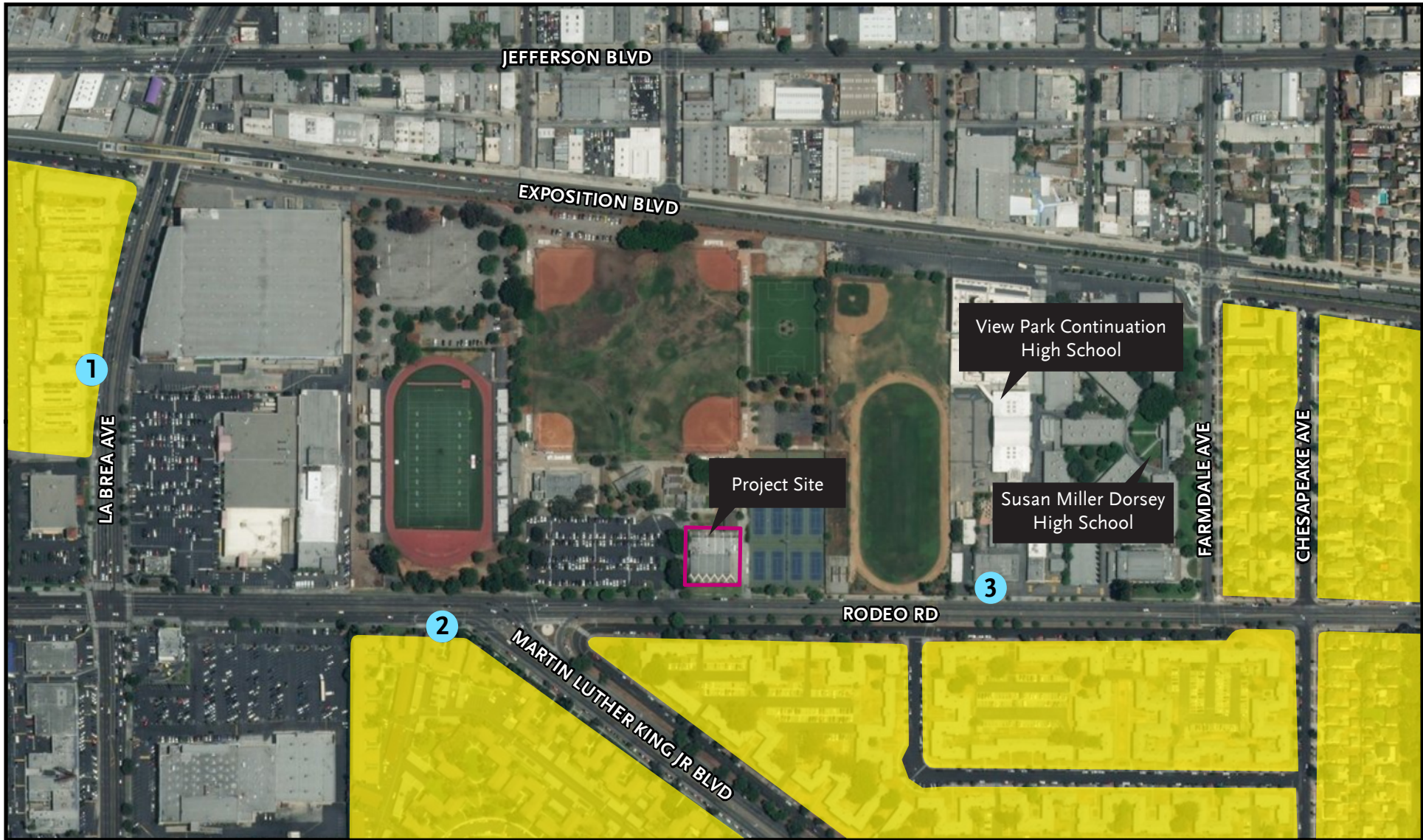
Sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. They typically include residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas. The project site is located in an urban environment and many sensitive receptors are located near the construction zone as shown in **Figure 3-2**. Sensitive receptors within the vicinity of the project site include Dorsey High School adjacent to the east, residences directly to the south and southwest across Rodeo Road.

**3.4 METHODOLOGY AND IMPACT CRITERIA**

**3.4.1 Methodology**

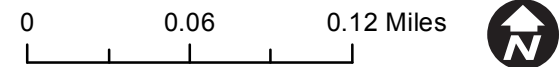
The noise and vibration analysis considers construction and operational sources. Construction noise levels were based on information obtained from USEPA. Noise levels associated with typical construction equipment were obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model.<sup>7</sup> This model predicts noise from construction operations based on a compilation of empirical data and the application of acoustical propagation formulas. Maximum equipment noise levels were adjusted based on anticipated percent of use. Example equipment noise levels were estimated by making a distance adjustment to the construction source noise level.

<sup>7</sup>Federal Highway Administration, *Roadway Construction Noise Model*, Version 1.1, August 2006.



**LEGEND:**

- Project Site
- # Noise Monitoring Locations
- Residences



Source: TAHA, 2018.

**FIGURE 3-2**  
**NOISE MONITORING LOCATIONS AND SENSITIVE RECEPTORS**

The methodology used for this analysis can be viewed in Section 2.1.4 (Sound Propagation) of the California Department of Transportation (Caltrans) Technical Noise Supplement. Vibration levels generated by construction equipment were estimated using example vibration levels and propagation formulas provided by FTA found in Section 12.2 (Construction Vibration Assessment).<sup>8</sup>

(1) *Noise Distance Attenuation Formula:  $dB A_2 = dB A_1 + 20 \times \text{LOG}_{10} (D_1/D_2)$*

*Where:*

*$dB A_1$  = Noise level at the reference distance of 50 feet*

*$dB A_2$  = Noise level at the receptor*

*$D_1$  = Reference distance (50 feet)*

*$D_2$  = Distance from source to receptor (measured distance)*

(2) *Logarithmic Noise Level Addition Formula:  $N_c = 10 \times \text{LOG}_{10} ((10^{(N_1/10)}) + (10^{(N_2/10)}))$*

*Where:*

*$N_c$  = Combined noise level*

*$N_1$  = Noise level one*

*$N_2$  = Noise level two*

Vibration levels were estimated using example vibration levels and propagation formulas provided by FTA.<sup>9</sup> The methodology and formulas obtained from the FTA Transit Noise and Vibration Assessment guidance can be viewed below. Vibration damage is assessed using formula (3) and vibration annoyance is assessed using formula (4).

(3) *Vibration Damage Attenuation Formula:  $PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$*

*Where:*

*$PPV_{\text{equip}}$  = Peak particles velocity in inches per second of the equipment adjusted for distance*

*$PPV_{\text{ref}}$  = Reference vibration level in inches per second at 25 feet*

*$D$  = Distance from the equipment to the receptor in feet*

(4) *Vibration Annoyance Attenuation Formula:  $L_{V_{\text{equip}}} = L_{V_{\text{ref}}} - 30 \times \text{LOG} (D/25)$*

*Where:*

*$L_{V_{\text{equip}}}$  = Vibration level in vibration decibels of equipment adjusted for distance*

*$L_{V_{\text{ref}}}$  = Reference vibration level in vibration decibels at 25 feet*

*$D$  = Distance from the equipment to the receptor in feet*

---

<sup>8</sup>Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

<sup>9</sup>*Ibid.*

### 3.4.2 CEQA Significance Thresholds

The proposed project would not result in a substantial permanent increase in ambient noise levels or expose persons to excessive noise from public or private airports. Accordingly, this issue is not further analyzed for potential impacts.

In accordance with Appendix G of the CEQA Guidelines, the proposed project would have a significant impact related to noise and vibration if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; and/or
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- 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 expose people residing or working in the project area to excessive noise levels?
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

#### Construction Noise

Based on the LAMC, the proposed project would exceed the local standards and substantially increase temporary construction noise levels if:

- Construction activities would occur within 500 feet of a noise-sensitive use and outside the hours allowed in the LAMC. The allowable hours of construction in the LAMC include 7:00 a.m. to 9:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. No construction activity is allowed on Sundays or federal holidays; and/or
- Equipment noise levels would exceed 75 dBA  $L_{eq}$  at 50 feet unless technically infeasible.

#### Construction Vibration

The construction-related vibration analysis considers the potential for building damage and annoyance. Maximum vibration levels were assessed based on large bulldozer and hoe ram activity, which would be considered as a frequent event happening between 70 times or more in one day.

- Vibration levels would exceed 0.3 inches per second at engineered concrete and masonry buildings (e.g., typical residential buildings, schools, commercial centers); and/or
- Vibration levels associated with hoe ram activity would exceed 72 VdB at residences or 75 VdB at institutional land uses with primarily daytime use.



### 3.5 ENVIRONMENTAL IMPACTS

#### 3.5.1 Would the proposed project result in exposure persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*Less-than-Significant Impact With Mitigation*)

#### Impact Analysis

##### Construction

*Equipment.* Construction activity is anticipated to begin in December 2020 and take approximately 12 months to complete, concluding in December 2021. The LAMC allows construction activity to occur Monday through Friday between the hours of 7:00 a.m. and 9:00 p.m., although daily construction would not likely occur after 6:00 p.m. If necessary, construction of the proposed project would occur between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays. There would be no construction activities on Sundays or federal holidays, and no construction would occur during prohibited hours.

Demolition and grading activities would require heavy-duty equipment common to urban development, including, but not limited to, hoe rams, graders, loaders, and trucks. Typical noise levels from various types of equipment that may be used during construction are listed in **Table 3-4**. The table shows noise levels at distances of 50 feet from the construction noise source. Construction activities typically require the use of numerous pieces of noise-generating equipment. A hoe ram would be used for breaking up concrete during the pool demolition. Hoe ramming would generate the highest noise levels of any construction equipment with a noise level of 90.3 dBA at 50 feet. The noise levels shown in **Table 3-5** take into account that multiple pieces of construction equipment would be operating simultaneously. When considered as an entire process with multiple pieces of equipment, project-related activity (i.e., ground clearing and site preparation) would generate noise levels between 78 and 89 dBA  $L_{eq}$  at 50 feet.

<b>TABLE 3-4: NOISE LEVEL RANGES OF TYPICAL CONSTRUCTION EQUIPMENT</b>	
<b>Construction Equipment</b>	<b>Noise Level at 50 feet (<math>L_{eq}</math>, dBA)</b>
Backhoe (Skid Loader/Skip Loader)	73.6
Compactor	76.2
Dump Truck	72.5
Excavator	76.7
Hoe Ram	90.3
Roller	73.0

**SOURCE:** FHWA, *Roadway Construction Noise Model*, Version 1.1, 2008.

<b>TABLE 3-5: TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS</b>	
<b>Construction Method</b>	<b>Noise Level at 50 feet (dBA, <math>L_{eq}</math>)</b>
Ground Clearing	84
Site Preparation	89
Foundations	78
Structural	85
Finishing	89

**SOURCE:** USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

The impact analysis is based on the construction limits outlined in the LAMC. As discussed above, 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 at 50 feet unless technically infeasible. Noise levels from individual pieces of equipment would typically range from 72.5 to 90.3 dBA  $L_{eq}$  at 50 feet. Unmitigated noise levels would typically exceed the allowable noise level stated in the LAMC. Therefore, without mitigation, the proposed project would result in a significant impact related to construction noise.

**Trucks.** In addition to on-site construction activities, noise would be generated off-site by construction-related trucks. Demolition and construction activities would require an average of 10 truck roundtrips per day, with a peak of 18 daily truck roundtrips occurring during one month for the infill of the pool pit. A doubling of traffic volume is typically needed to audibly increase noise levels along a roadway segment. An additional 10 truck round trips per day on average or 18 truck round trips per day during the peak period would not double the volume on any roadway segment. It is not anticipated that off-site vehicle activity would audibly change average daily noise levels. Therefore, the proposed project would result in a less-than-significant impact related to off-site noise during construction.

### **Operations**

Typical sources of noise for new projects include increased traffic, mechanical equipment, and parking lots. The project site would include a community front lawn with playground facilities and would not introduce new operational sources of noise. The playground would generate noise similar to the existing tennis courts and would not represent a new noise source. Furthermore, playground noise is not anticipated to be audible above existing traffic noise along Rodeo Road due to the high existing noise level of 70.4 dBA  $L_{eq}$ . The landscaped areas would require occasional routine maintenance involving typical landscaping equipment, which would comply with the provisions of LAMC Section 112.04. Therefore, the proposed project would result in a less-than-significant impact related to operational noise.

### **Mitigation Measures:**

- N1** Construction equipment shall be properly maintained and equipped with mufflers.
- N2** Construction equipment shall have rubber tires instead of tracks.
- N3** Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.
- N4** A public liaison shall be appointed for project construction will be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern.
- N5** The construction manager shall coordinate with the site administrator for Dorsey High School to schedule construction activity such that student exposure to noise is minimized.
- N6** The public shall be notified in advance of the location and dates of construction hours and activities.
- N7** Construction activities shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. when located within 500 feet of occupied sleeping quarters or other land uses sensitive to increased nighttime noise levels.

**N8** If Mitigation Measures **N1** through **N7** do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted (e.g., Mitigation Measure **N4**).

### Significance After Mitigation

#### Construction

Mitigation Measures **N1** through **N7** are designed to reduce construction noise levels. The equipment mufflers associated with Mitigation Measure **N1** would reduce construction noise levels by approximately 3 dBA. Mitigation Measures **N2** through **N7**, although difficult to quantify, would also reduce and/or control construction noise levels. Mitigation Measure **N8** provides a mechanism for additional noise control if construction activities are disruptive at Dorsey High School. Other measures included the following:

- Electric Equipment - Electric equipment would generate less noise than diesel equipment but is not widely available and the horsepower associated with electric equipment would not meet project requirements.
- Relocation - Removing the affected land uses from the construction zone would eliminate the impact. This measure would not be feasible due to the associated cost of relocation.
- Window Retrofits - Retrofitting windows at affected land uses would reduce noise exposure. This measure would not be feasible due to the number of affected land uses and associated cost of retrofitting considering the temporary nature of the noise from construction.

Mitigation Measures **N1** through **N8** are feasible measures to control noise levels, including engine mufflers. With implementation of these feasible mitigation measures, and based on compliance with the LAMC, construction equipment noise would be mitigated to the greatest extent feasible. Therefore, the proposed project would result in a less-than-significant impact related to construction noise.

#### Operations

No significant impacts have been identified related to operational noise. Therefore, no mitigation measures are required.

### 3.5.2 Would the proposed project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*Less-than-Significant Impact*)

#### Impact Analysis

##### Construction

Construction activity can generate varying degrees of vibration, depending on the procedure and equipment. 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 slight damage at the highest levels. In most cases, the primary concern regarding construction vibration relates to damage.

**On-Site Equipment.** The FTA provides vibration levels for various types of construction equipment with an average source level reported in terms of velocity.<sup>10</sup> **Table 3-6** provides estimates of vibration levels for a wide range of soil conditions.

<b>TABLE 3-6: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT</b>		
<b>Equipment</b>	<b>PPV at 25 feet (Inches/Second)</b>	<b>Approximate L<sub>v</sub> at 25 feet /a/</b>
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Hoe Ram	0.089	87
Small Bulldozer	0.003	58
/a/ RMS velocity in decibels (VdB) related to 1 micro-inch/second. <b>SOURCE:</b> FTA, <i>Transit Noise and Vibration Impact Assessment</i> , May 2006.		

The reference levels were used to estimate vibration levels at the sensitive receptors most likely to be impacted by equipment at each location of construction activity. Vibration levels are shown in **Table 3-7** and discussed in detail for each construction phase.

<b>TABLE 3-7: ESTIMATED VIBRATION LEVELS</b>			
<b>Sensitive Receptor</b>	<b>Distance from Bulldozing Activity (Feet)</b>	<b>Vibration Level (Inches Per Second)</b>	
		<b>Inches/ Second /a/</b>	<b>VdB</b>
Multi-Family Residences to the south	160	0.0055	63/b/
Multi-Family Residences to the southwest	450	0.0012	49/b/
Dorsey High School Track	300	0.0021	55/c/
Dorsey High School nearest Classroom	550	0.0009	47/c/
/a/ Engineered concrete and masonry (no plaster) building damage impact criterion is 0.3 inches per second. /b/ The applicable annoyance impact criterion for residences experiencing frequent events (i.e., over 70 vibration events from the same source per day) is 72 VdB. /c/ The applicable annoyance impact criterion for institutional land uses experiencing frequent events (i.e., over 70 vibration events from the same source per day) is 75 VdB. <b>SOURCE:</b> TAHA, 2018.			

The maximum vibration levels would be generated during large bulldozer and hoe ram activity. Vibration levels would be approximately 0.089 inches per second and 87 VdB at 25 feet. The nearest off-site sensitive land use would be approximately 160 feet to the south across Rodeo Road. Large bulldozer and hoe ram vibration levels would be approximately 0.006 inches per second and 63 VdB. These levels would be below the significance thresholds of 0.3 inches per second and 72 VdB. Additionally, as shown in **Table 3-7**, vibration levels would not exceed the significance thresholds at any other off-site sensitive land use, including Dorsey High School.

**Off-Site Trucks.** In addition to on-site construction activities, construction trucks on the roadway network have the potential to expose vibration-sensitive land uses located near the proposed project access route. As shown in **Table 3-6**, loaded trucks generate vibration levels of 0.076 inches per second at a distance of 25 feet. Rubber-tired vehicles, including trucks, do not generate significant roadway vibrations that can cause building damage. It is possible that trucks would generate perceptible vibration at sensitive receptors adjacent to the roadway. However, these would be transient and instantaneous events typical to the roadway network. This level of activity is not considered substantial enough to generate a vibration annoyance. Therefore, construction truck activity would result in a less-than-significant vibration impact.

<sup>10</sup>Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

### **Operations**

The proposed project would not introduce any significant stationary sources of vibration, including mechanical equipment that would be perceptible at sensitive receptors. Therefore, operational activity would result in a less-than-significant impact related to vibration.

### **Mitigation Measures**

No impacts have been identified related to groundborne vibration levels, and no mitigation measures are required.

#### **3.5.3 Would the proposed project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*Less-than-Significant Impact*)**

### **Impact Analysis**

As discussed in Section 3.5.1, above, the proposed project would not generate new traffic or include a significant source of mechanical equipment noise. Maintenance (i.e., landscaping) activities would comply with the provisions of LAMC Section 112.04. Therefore, the proposed project would result in a less-than-significant impact related to operational noise.

### **Mitigation Measures**

No impacts have been identified related to permanent noise levels, and no mitigation measures are required.

#### **3.5.4 Would the proposed project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (*Less-than-Significant Impact with Mitigation*)**

### **Impact Analysis**

As discussed in Section 3.5.1, sensitive receptors around the construction zone would experience increased noise levels associated with construction. Construction noise impacts would be temporary in nature, but equipment noise levels would exceed the 75 dBA at 50 feet. Therefore, without mitigation, the proposed project would result in a significant noise impact related to temporary and periodic construction activity.

### **Mitigation Measures**

Refer to Mitigation Measures **N1** through **N8**, above.

### **Significance After Mitigation**

Based on compliance with the LAMC, construction equipment noise would be mitigated to the greatest extent feasible. The implementation of Mitigation Measures **N1** through **N8** would reduce noise impacts to less-than-significant.

**3.5.5 Would the proposed project result in 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 expose people residing or working in the project area to excessive noise levels? (No Impact)**

**Impact Analysis**

The project site is not located within an airport land use plan. The nearest airports to the project site are the Santa Monica Municipal Airport and the Los Angeles International Airport, located approximately five miles to the west and south, respectively. Due to the distance from the nearest airport, the proposed project would not expose people working or residing in the project area to excessive noise. Therefore, no impact would occur.

**Mitigation Measures**

No impacts have been identified related to public airport noise levels, and no mitigation measures are required.

**3.5.6 Would the proposed project result in for a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)**

**Impact Analysis**

The project site is not located within the vicinity of a private airstrip. Therefore, no noise impacts to people working or residing in the project area would occur.

**Mitigation Measures**

No impacts have been identified related to private airport noise levels, and no mitigation measures are required.

**3.6 CUMULATIVE IMPACTS**

The Rancho Cienega Sports Complex (Phase 1) Project would be completed prior to the proposed project and construction associated with that project would not occur concurrently with the proposed project. All other related projects would be over 1,000 feet from the project site. Noise generated by the proposed project would not be audible at related project sites. Similarly, vibration generated by the proposed project would not be perceptible at related project sites. There is no potential for the proposed project and related projects to combine to increase noise or vibration levels. The proposed project would not generate new vehicle trips to and from the site following construction, or a significant change in permanent noise or vibration levels in the project area. Therefore, the proposed project would not contribute to a cumulative noise or vibration impact.

#### **4.0 REFERENCES**

California Department of Transportation, *Technical Noise Supplement*, September 2013.

City of Los Angeles Department of City Planning, *West Adams-Baldwin Hills-Leimert Community Plan*. June 2016.

City of Los Angeles Department of Recreation and Parks, *Rancho Cienega Sports Complex*, <https://www.laparks.org/reccenter/rancho-cienega-sports-complex>, accessed on June 4, 2018.

Federal Highway Administration, *Roadway Noise Construction Model*, Software Version 1.1.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

Los Angeles Municipal Code, *Section 112.04 (Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices)*.

Los Angeles Municipal Code, *Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools)*.

Los Angeles Municipal Code, *Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited)*.

United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

## **Appendix A Noise and Vibration Calculations**



### Vibration Annoyance Analysis

Receptor	Distance (feet)	Vibration Level (VdB)
Multi-Family Residences to the South	160	63
Multi-Family Residences to the Southwest	450	49
Dorsey High School Track	300	55
Dorsey High School Nearest Classroom	550	47

**Equation:**  $L_v(D) = L_v(25 \text{ ft}) - 30 \log(D/25)$

**D** = Distance (feet)

**L<sub>v</sub>(D)** = Vibration Level

Equipment Reference VdB	
Large Bulldozer	87
Loaded Trucks	86
Pile Driver (Impact)	104
Small Bulldozer	58

**Source:** Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

### Vibration Damage Analysis

Receptor	Distance (feet)	Vibration Level
Multi-Family Residences to the South	160	0.0055
Multi-Family Residences to the Southwest	450	0.0012
Dorsey High School Track	300	0.0021
Dorsey High School Nearest Classroom	550	0.0009

**Equation:**  $PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$

**PPV (equip)** is the peak particle velocity in in/sec of the equipment adjusted for distance

**PPV (ref)** is the reference vibration level in in/sec at 25 feet (Table 12-2)

**D** is the distance from the equipment to the receiver.

Equipment Reference PPV	
Large Bulldozer	0.089
Loaded Trucks	0.076
Pile Driver (Impact)	0.644
Small Bulldozer	0.003

**Source:** Federal Transit Administration, *Noise and Vibration Model*, 2006

### Summation of Noise Levels

**Equation:**  $N_s = 10 \times \log_{10}((10^{N_1/10}) + (10^{N_2/10}) + (10^{N_3/10}) + (10^{N_4/10}))$

**N<sub>s</sub>** = Noise Level Sum

**N<sub>1</sub>** = Noise Level 1

**N<sub>2</sub>** = Noise Level 2

**N<sub>3</sub>** = Noise Level 3

**N<sub>4</sub>** = Noise Level 4

**Source:** California Department of Transportation, *Technical Noise Supplement*, 2013

### Noise Distance Attenuation

**Equation:**  $N_i = N_o - 20(\log D_i/D_o)$

**N<sub>i</sub>** = attenuated noise level of interest

**N<sub>o</sub>** = reference noise level

**D<sub>i</sub>** = distance to receptor ( $D_i > D_o$ )

**D<sub>o</sub>** = reference distance

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

**APPENDIX E**

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**Traffic Impact Analysis  
Technical Memorandum**





## TECHNICAL MEMORANDUM

Date: March 12, 2019  
To: Fareeha Kibriya – AECOM  
From: Brian Marchetti, AICP  
Subject: Traffic Impact Analysis – LABOE Rancho Cienega Celes King III Pool Demolition Project

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### Overview

The proposed Project involves the replacement of the Celes King III Pool facility with a community front lawn and playground facilities at the Rancho Cienega Recreation Center. The Celes King III Pool is located within the Recreation Center, along Obama Boulevard and east of Martin Luther King Jr. Boulevard. Construction-related trips will access the park site via Obama Boulevard.

The study area applied to the proposed Project included five study intersections within the local area. Traffic counts were conducted to reflect existing traffic conditions at the following signalized intersections:

1. La Brea Avenue & Jefferson Boulevard
2. La Brea Avenue & Obama Boulevard
3. Martin Luther King Jr. Boulevard & Obama Boulevard
4. Farmdale Avenue & Obama Boulevard
5. Crenshaw Boulevard & Obama Boulevard

### Conclusions

The proposed Project would generate a total of 110 daily weekday vehicle trips, including 24 a.m. peak hour trips and 24 p.m. peak hour trips. No significant traffic or circulation impacts are expected to occur due to the Project under either existing baseline or future baseline conditions, therefore, mitigation measures are not recommended.

### Project Description and Location

The proposed Project construction would occur at the Celes King III Pool site, which is located within the Rancho Cienega Recreation Center at 5001 Obama Boulevard and is bounded by a paved surface parking lot to the west, a tennis shop to the north, tennis courts to the east, and Obama Boulevard to the south. The Project would require demolition of the existing pool building, followed by construction activities including infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures.



Project construction would last approximately 12 months from December 2020 to December 2021. The proposed Project would operate similarly to existing conditions after construction is completed. The Project location and the traffic study area are illustrated in the figure in Attachment A.

### **Methodology**

The focus of this traffic study is on the construction period of the proposed Project. The post-construction operations period will not generate significant levels of additional daily traffic. Selected intersections were analyzed along the construction routes and project site. Study intersections were analyzed for potential impacts due to construction-related traffic.

The steps involved in the analysis included collection of baseline traffic data; analysis of existing, existing with-construction, and future with-construction conditions; and identification of significant impacts. Major signalized intersections near the project site and along the project routes were identified that would potentially be impacted by construction trip generation from the Project site.

Weekday turning movement counts were conducted on Thursday, May 24, 2018 from 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m. at the five study intersections. The traffic count worksheets are provided in Attachment B.

### Level of Service Methodology

For signalized intersections, the level of service (LOS) is calculated as the volume of vehicles that pass through a facility divided by the capacity of that facility, which produces the volume-to-capacity (V/C) ratio. A facility is considered "at capacity" at a V/C ratio of 1.00 or greater, whereby extreme congestion occurs. This V/C ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of the roadway. Table 1 defines the LOS criteria for signalized intersections.

**Table 1 – Level of Service Definitions**

LOS	Flow Condition	Signalized V/C Ratio
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.	0.00 - 0.60
B	LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.	0.61 - 0.70
C	LOS C represents stable operations; however, the ability to maneuver and change lanes in mid-block locations may be more than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.	0.71 - 0.80
D	LOS D borders on a range in which small increases in flow may cause a substantial increase in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent for free-flow.	0.81 - 0.90
E	LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	0.91 - 1.00
F	LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.	Over 1.00

Source: KOA Corporation

### Determination of Traffic Impacts

As defined by the Los Angeles Department of Transportation (LADOT) traffic study guidelines, significant impacts of a proposed project on a facility must be mitigated to a level of insignificance, where feasible. A significant impact is typically identified if project-related traffic would cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below an acceptable LOS and project traffic would cause a further decline below a certain threshold. LADOT has established specific thresholds for project-related increases in the V/C ratio of signalized study intersections.

Table 2 defines the increases in peak-hour V/C ratios that would result in significant impacts.

**Table 2 – Significant Traffic Impact Thresholds for Signalized Intersections**

Level of Service	Final V/C*	LADOT Significance: Project Related Volume-to-Capacity (V/C) increase
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

\* Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient growth, trips from area/cumulative projects, but without proposed project traffic impact mitigations.

The Congestion Management Plan for Los Angeles County requires that the traffic impact of individual projects of potential regional significance be analyzed. A specific system of arterial roadways and all freeways comprises the CMP system. In accordance with the CMP Transportation Impact Analysis Guidelines, a traffic impact analysis is conducted for the following scenarios:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project would add 50 or more vehicle trips during either the morning or evening weekday peak hours; and
- At CMP mainline freeway monitoring locations where the project would add 150 more trips in either direction during either the morning or evening weekday peak hours.

The County of Los Angeles CMP level of significance thresholds are not intended to be applied to construction activities.

The construction Project trip generation was based on the number of construction workers and construction truck trip estimates. The trip generation total was determined based on the most intense period of construction activity for the Project. To evaluate a worst-case scenario for construction trip generation of the proposed Project, it is assumed that each employee will drive to and from the work areas with 50% arriving and departing during peak periods. Construction truck trips were converted to a passenger car equivalent (PCE) total, using a factor of 2.5 per truck. This factoring was used to increase truck volumes due to additional roadway space and design capacity utilized by larger and slower trucks. This applied value matches typical factors used in area studies that include trips generated by trucking activities. The factor is based on conservative factors defined by the Southern California Association of Governments (SCAG) Heavy Duty Truck Model.

### Existing Area Traffic Conditions

For the traffic impact analysis, five locations were defined as study intersections. Existing traffic volumes were collected on Thursday, May 24, 2018. The following are the five study intersections:

1. La Brea Avenue & Jefferson Boulevard
2. La Brea Avenue & Obama Boulevard
3. Martin Luther King Jr. Boulevard & Obama Boulevard
4. Farmdale Avenue & Obama Boulevard
5. Crenshaw Boulevard & Obama Boulevard

Table 3 summarizes the characteristics of key roadway segments along the project corridor of construction.

**Table 3 – Roadway Characteristics**

Roadway	Classification	Lanes		Median Type	Posted Speed Limit (mph)	General Land Use
		NB/EB	SB/WB			
La Brea Avenue	Modified Avenue I	3	3	CTL	35	Commercial/Residential
Farmdale Avenue	Collector Street	1	1	ST	25	Residential
Crenshaw Boulevard	Modified Avenue I	2	2	DY	35	Commercial
Exposition Boulevard	Modified Collector	1	1	DY	35	Industrial
Jefferson Boulevard	Avenue II	2	2	DY	35	Commercial
Obama Blvd	Modified Avenue I	2	2	DY	35	Residential
Martin Luther King, Jr Boulevard	Modified Avenue I	2	3	CTL	40	Residential/Commercial

*DY – Double Yellow*

*ST - Striped*

*CTL – Center Turn Lane*

### Existing Area Transit Service

The Project study area is served by public transit bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Table 4 provides a description of the transit lines that serve the Project corridors.





**Table 4 – Transit Service Summary**

Agency	Line	From	To	Via	Peak Frequency
Metro	Expo Line	Downtown Los Angeles	Culver City	--	12 Minutes
Metro	212/312	Hollywood	Hawthorne/Lennox Green Line Station	La Brea Avenue	10-12 Minutes
Metro	105	West Hollywood	Vernon	Obama Blvd/MLK Boulevard	10-16 Minutes
Metro	38	Washington/Fairfax	Downtown Los Angeles	Jefferson Boulevard	12-24 Minutes
Metro	210	Redondo Beach	Hollywood	Crenshaw Boulevard	10-20 Minutes
Metro	705	West Hollywood	Vernon	Obama Blvd/MLK Boulevard	10-20 Minutes
Metro	710	Redondo Beach	Hollywood	Crenshaw Boulevard	10-20 Minutes
Metro	740	West Adams	Redondo Beach	Crenshaw Boulevard/La Brea Avenue	15 Minutes
LADOT	Crenshaw Dash	Neighborhood Circulator Shuttle		La Brea Avenue/Crenshaw Boulevard/Coliseum Street/Santa Rosalia Drive	20 Minutes

Existing weekday a.m. and p.m. peak-hour traffic conditions within the study area were documented. Based on the traffic counts conducted at the study intersections, a LOS value and corresponding volume-to-capacity ratio was determined for each study intersection.

Table 5 provides the V/C and LOS values under existing conditions, for the a.m. and p.m. peak hours.

**Table 5 – Intersection Level of Service Calculations – Existing Conditions (2018)**

Study Intersections		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	La Brea Avenue & Jefferson Boulevard	0.895	D	0.917	<u>E</u>
2	La Brea Avenue & Obama Blvd	0.946	<u>E</u>	0.975	<u>E</u>
3	Martin Luther King Jr. Boulevard & Obama Blvd	0.403	A	0.432	A
4	Farmdale Avenue & Obama Blvd	0.407	A	0.454	A
5	Crenshaw Boulevard & Obama Blvd	0.669	B	0.647	B

LOS = Level of Service; V/C = Volume-to-Capacity Ratio

The data in Table 5 indicates that three of the five intersections are currently operating at LOS D or better during the a.m. and p.m. peak hours. The following intersections are operating at LOS E (poor operating conditions, nearing capacity):

- La Brea Avenue & Jefferson Boulevard: Operating at LOS E in the p.m. peak hour.
- La Brea Avenue & Obama Boulevard: Operating at LOS E in the a.m. and p.m. peak hours.

### Trip Generation Estimate

It is assumed that a majority of the construction workers would arrive at the construction site by personal vehicles during the a.m. peak hour and all depart during the p.m. peak hour. During the project construction period, truck trips would occur over an eight-hour period that begins during the a.m. peak hour and is completed during the

p.m. peak hour. The truck trips can be divided into materials delivery trips, which will transport materials to and from the site, and soil import trips, which will bring soil to the site to fill the pool pit.

Demolition and construction activities would last approximately 12 months from December 2020 to December 2021. A maximum of 18 round truck trips would occur per day—including 10 trips by delivery trucks and 8 trips by soil import trucks. Approximately 20 construction workers would be on-site each day.

Table 6 provides the construction Project trip generation calculations. It is estimated that the proposed Project would generate a total of 110 daily weekday vehicle trips, including 24 a.m. peak hour trips and 24 p.m. peak hour trips.

**Table 6 – Trip Generation**

TRIP GENERATION	AVERAGE DAILY TRIPS			AM PEAK HOUR						PM PEAK HOUR						
				Truck Trips*		Employee Trips		Total Trips		Truck Trips*		Employee Trips		Total Trips		
	Trucks*	Employee	Total	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Field Personnel	0	20	20			10	0	10	0			0	10	0	10	
Materials Delivery	50	0	50	4	4			4	4	4	4			4	4	
Soil Import	40	0	40	3	3			3	3	3	3			3	3	
<b>TOTAL TRIPS</b>	<b>90</b>	<b>20</b>	<b>110</b>	<b>7</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>17</b>

\* Truck trips include a Passenger Car Equivalency (PCE) factor of 2.5.

Note: An average of 10 daily delivery truck round trips and 8 daily soil import truck trips would occur during the most intense construction period. Daily totals were multiplied by the PCE factor.

### Existing Plus-Project Construction Conditions

An existing plus-Project construction scenario was included in this analysis to comply with rulings on existing conditions baseline analysis from the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council and Neighbors for Smart Rail v. Expositions Metro Rail Construction Authority* CEQA court cases. This additional analysis scenario provides information about project impacts under the current baseline conditions.

The study intersection operations for the existing and existing plus-Project construction scenarios are summarized in Table 7.

**Table 7 – Study Intersection Conditions – Existing plus-Project Conditions**

Study Intersections		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	La Brea Avenue & Jefferson Boulevard	0.896	D	0.918	E
2	La Brea Avenue & Obama Blvd	0.948	E	0.977	E
3	Martin Luther King Jr. Boulevard & Obama Blvd	0.405	A	0.432	A
4	Farmdale Avenue & Obama Blvd	0.412	A	0.456	A
5	Crenshaw Boulevard & Obama Blvd	0.671	B	0.650	B

LOS = Level of Service; V/C = Volume-to-Capacity Ratio

The data in Table 7 indicates that three of the five intersections are currently operating at LOS D or better during the a.m. and p.m. peak hours. The following intersections are operating at LOS E (poor operating conditions, nearing capacity):

- La Brea Avenue & Jefferson Boulevard: Operating at LOS E in the p.m. peak hours.
- La Brea Avenue & Obama Boulevard: Operating at LOS E in the a.m. and p.m. peak hours.

### Impact Analysis – Existing plus-Project Conditions

Project trips were added to the existing conditions analysis, to provide an existing plus-Project construction impact analysis. The existing and existing plus-project construction traffic V/C and LOS values are provided by Table 8. Traffic impacts created by the proposed Project were determined by comparing the existing conditions to the existing with-Project construction traffic conditions.

**Table 8 – Existing plus-Project Conditions and Impacts**

Study Intersections	Peak Hour	Existing (2018) Condition		Existing (2018) + Project Construction		Change in V/C	Sig Impact?
		V/C	LOS	V/C	LOS		
1 La Brea Avenue & Jefferson Boulevard	AM	0.895	D	0.896	D	0.001	No
	PM	0.917	E	0.918	E	0.001	No
2 La Brea Avenue & Obama Blvd	AM	0.946	E	0.948	E	0.002	No
	PM	0.975	E	0.977	E	0.002	No
3 Martin Luther King, Jr. Boulevard & Obama Blvd	AM	0.403	A	0.405	A	0.002	No
	PM	0.432	A	0.432	A	0.000	No
4 Farmdale Avenue & Obama Blvd	AM	0.407	A	0.412	A	0.005	No
	PM	0.454	A	0.456	A	0.002	No
5 Crenshaw Boulevard & Obama Blvd	AM	0.669	B	0.671	B	0.002	No
	PM	0.647	B	0.650	B	0.003	No

LOS = Level of Service, V/C = Volume-to-Capacity Ratio

As previously discussed, the LADOT has established specific thresholds for project-related increases in the V/C ratio which are considered significant impacts. As shown in Table 8, the proposed Project would not create any impacts under existing baseline conditions.

Existing scenario and Existing plus-Project scenario level of service worksheets are provided in Attachment C.

### Future Baseline/Pre-Project Conditions

To define future baseline conditions, ambient traffic volume growth of one percent per year was added to the year-2018 traffic counts to define project-year 2021 conditions, in addition to trips from cumulative projects. An updated list of planned/pending projects was analyzed, and trip generation and general assignment was computed to provide this cumulative analysis and future baseline volumes.

Table 9 provides the trip generation of the cumulative projects for the immediate area.



**Table 9 – Cumulative Projects Trip Generation**

ID	Location	Land Use	Intensity	Units	Daily Total	AM Peak Hour			PM Peak Hour		
						Total	In	Out	Total	In	Out
1	3221 S La Cienega Blvd	Mixed Use	1,218	d.u.	10,136	737	319	419	849	467	382
2	4220 W Montclair St	Apartments	46	d.u.	358	24	6	18	34	21	13
		Retail	1,214	k.s.f.							
3	2905 W Exposition Pl	Condominiums	78	d.u.	453	34	5	29	40	27	13
4	4115 W Martin Luther King Jr Blvd	School	500	students	1,054	344	210	134	72	31	41
5	4252 Crenshaw Blvd	Apartments	110	d.u.	372	19	-1	20	20	16	4
6	5710 W Adams Blvd	Hotel	43	rooms	536	38	23	15	45	24	21
		Retail	0.86	k.s.f.							
		Restaurant	2.15	k.s.f.							
7	3650 W Martin Luther King Jr Blvd	Apartments	410	d.u.	13,512	875	447	428	1,333	665	668
		Condominiums	551	d.u.							
		Hotel	400	rooms							
		Office	148,000	k.s.f.							
		Other	50,000	k.s.f.							
		Theater	2,823	seats							
		Retail	978,251	k.s.f.							
Other	44,052	k.s.f.									
8	3900 W Martin Luther King Jr Blvd	Medical Office	105,000	k.s.f.	2,846	188	148	40	228	63	165
9	4018 S Buckingham Rd	Senior Housing	130	d.u.	447	26	10	16	33	18	15
10	3831 W Stocker St	Apartments	127	d.u.	710	52	4	48	69	50	19
11	5181 W Adams Blvd	Apartments	72	d.u.	3,951	121	59	62	345	173	172
		Retail	33,860	k.s.f.							
<b>TOTAL</b>					<b>34,375</b>	<b>2,458</b>	<b>1,230</b>	<b>1,229</b>	<b>3,068</b>	<b>1,555</b>	<b>1,513</b>

**Impact Analysis – Future with Project Conditions**

Project trips were added to the future baseline conditions analysis, to provide the future post-Project construction impact analysis. This is summarized in Table 10 below.

**Table 10 – Future Post-Project Conditions and Impacts**

Study Intersections		Peak Hour	Existing (2018) Condition		Future (2021) No Project Construction		Future (2021) With Project Construction		Change in V/C	Sig Impact?
			V/C	LOS	V/C	LOS	V/C	LOS		
1	La Brea Avenue & Jefferson Boulevard	AM	0.895	D	0.990	<b>E</b>	0.991	<b>E</b>	0.001	No
		PM	0.917	<b>E</b>	1.027	<b>F</b>	1.027	<b>F</b>	0.000	No
2	La Brea Avenue & Obama Blvd	AM	0.946	<b>E</b>	1.077	<b>F</b>	1.079	<b>F</b>	0.002	No
		PM	0.975	<b>E</b>	1.117	<b>F</b>	1.119	<b>F</b>	0.002	No
3	Martin Luther King, Jr. Boulevard & Obama Blvd	AM	0.403	A	0.463	A	0.466	A	0.003	No
		PM	0.432	A	0.538	A	0.539	A	0.001	No
4	Farmdale Avenue & Obama Blvd	AM	0.407	A	0.421	A	0.426	A	0.005	No
		PM	0.454	A	0.470	A	0.472	A	0.002	No
5	Crenshaw Boulevard & Obama Blvd	AM	0.669	B	0.843	D	0.845	D	0.002	No
		PM	0.647	B	0.854	D	0.858	D	0.004	No

LOS = Level of Service, V/C = Volume-to-Capacity Ratio

The proposed Project construction activities would not create any impacts under future baseline conditions at any of the study intersections.

The future pre-Project and future post-Project analysis worksheets are provided in Attachment C.

**ATTACHMENT A**  
**PROJECT SITE AND TRAFFIC STUDY AREA**



Project Site



Study Intersections



**ATTACHMENT B**  
**EXISTING TRAFFIC COUNTS**



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T1017

DATE: Thu, May 24, 18  
 LOCATION: NORTH & SOUTH: EAST & WEST: LA Rancho La Brea Jefferson  
 PROJECT #: SC1748  
 LOCATION #: 3  
 CONTROL: SIGNAL



Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
7:00 AM	115	528	27	10	248	35	18	47	32	44	241	8	1,353	0	0	0	0	0
7:15 AM	92	438	41	10	285	23	23	68	41	49	220	3	1,293	0	0	0	0	0
7:30 AM	115	474	40	7	256	18	13	84	50	46	217	15	1,335	1	0	0	0	1
7:45 AM	86	493	38	13	325	21	15	78	83	78	225	19	1,474	1	0	0	0	1
8:00 AM	100	478	45	7	294	13	19	90	67	89	203	19	1,424	0	0	0	0	0
8:15 AM	88	460	26	11	308	43	23	85	79	69	232	11	1,435	0	0	0	0	0
8:30 AM	104	506	44	9	284	32	11	96	79	58	245	9	1,477	0	0	0	0	0
8:45 AM	89	481	34	15	295	27	14	81	60	65	253	14	1,428	0	0	0	0	0
9:00 AM	79	436	32	8	251	38	11	69	52	96	252	14	1,338	0	0	0	0	0
9:15 AM	73	405	39	7	254	27	11	60	61	126	209	9	1,281	0	0	0	0	0
9:30 AM	81	461	29	8	271	39	21	69	60	97	231	8	1,375	1	0	0	0	1
9:45 AM	63	429	23	14	236	39	13	57	57	97	166	11	1,205	1	0	0	0	1
VOLUMES	1,085	5,589	418	119	3,307	355	192	884	721	914	2,694	140	16,418	4	0	0	0	4
APPROACH %	15%	79%	6%	3%	87%	9%	11%	49%	40%	24%	72%	4%						
APP/DEPART	7.092	/	5.921	3.781	/	4.946	1.797	/	1.421	3.748	/	4.130	0					
BEGIN PEAK HR	7:45 AM																	
VOLUMES	378	1,937	153	40	1,211	109	68	349	308	294	905	58	5,810					
APPROACH %	15%	78%	6%	3%	89%	8%	9%	48%	42%	23%	72%	5%						
PEAK HR FACTOR	0.943	/	0.939	0.939	/	0.969	0.969	/	0.969	0.969	/	0.976	0.983					
APP/DEPART	2.468	/	2.063	1.360	/	1.814	725	/	542	1.257	/	1.391	0					
03:00 PM	41	379	36	13	343	14	39	142	98	85	126	8	1,324	1	0	0	0	1
3:15 PM	58	438	33	10	343	14	28	130	102	79	88	17	1,340	0	0	0	0	0
3:30 PM	40	352	47	8	338	14	22	159	121	96	100	10	1,307	1	0	0	0	1
3:45 PM	40	411	55	16	382	18	19	127	91	88	87	10	1,344	0	0	0	0	0
4:00 PM	45	350	44	9	344	16	29	148	103	95	101	14	1,298	0	1	0	0	1
4:15 PM	47	432	46	13	410	9	15	126	102	107	92	15	1,414	0	0	0	0	0
4:30 PM	52	349	62	14	354	7	9	151	100	110	117	15	1,340	0	0	0	0	0
4:45 PM	46	408	83	19	381	10	12	150	99	89	86	8	1,391	0	0	0	0	0
5:00 PM	26	400	56	11	365	12	26	153	88	105	107	9	1,358	0	0	0	0	0
5:15 PM	49	448	56	14	412	9	18	129	114	105	90	11	1,455	0	0	0	0	0
5:30 PM	44	371	62	5	368	9	17	138	96	128	150	20	1,408	0	0	0	0	0
5:45 PM	45	374	67	9	397	10	9	119	97	113	110	7	1,357	0	0	0	0	0
VOLUMES	533	4,712	647	141	4,437	142	243	1,672	1,211	1,200	1,254	144	16,336	2	1	0	0	3
APPROACH %	9%	80%	11%	3%	94%	3%	8%	53%	39%	46%	48%	6%						
APP/DEPART	5.892	/	5.100	4.720	/	6.850	3.126	/	2.459	2.598	/	1.927	0					
BEGIN PEAK HR	4:45 PM																	
VOLUMES	165	1,627	257	49	1,526	40	73	570	397	427	433	48	5,612					
APPROACH %	8%	79%	13%	4%	94%	2%	7%	55%	38%	47%	48%	5%						
PEAK HR FACTOR	0.926	/	0.926	0.928	/	0.928	0.974	/	0.974	0.974	/	0.762	0.964					
APP/DEPART	2.049	/	1.748	1.615	/	2.350	1.040	/	876	908	/	638	0					



Time	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	10	2	6	22	40
7:15 AM	2	5	1	17	25
7:30 AM	7	6	14	29	56
7:45 AM	6	10	9	18	43
8:00 AM	8	9	8	21	46
8:15 AM	5	10	5	25	45
8:30 AM	4	8	9	17	38
8:45 AM	11	7	9	12	39
9:00 AM	5	5	10	9	29
9:15 AM	13	9	8	23	53
9:30 AM	10	15	11	17	53
9:45 AM	8	4	15	22	49
TOTAL	89	90	105	232	516

Time	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3:00 PM	0	0	0	9	9
3:15 PM	0	7	0	27	34
3:30 PM	2	1	0	18	21
3:45 PM	0	0	3	12	15
4:00 PM	0	1	0	13	14
4:15 PM	0	3	0	17	20
4:30 PM	9	12	15	24	60
4:45 PM	13	11	15	24	63
5:00 PM	8	19	10	23	60
5:15 PM	11	12	23	19	65
5:30 PM	6	19	13	30	68
5:45 PM	8	13	10	16	47
TOTAL	57	98	89	232	476

Time	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	4	13	23
7:15 AM	1	1	0	8	10
7:30 AM	4	4	10	13	31
7:45 AM	3	8	5	11	27
8:00 AM	4	5	7	13	29
8:15 AM	1	9	4	23	37
8:30 AM	2	6	8	16	32
8:45 AM	6	6	8	8	28
9:00 AM	3	5	9	8	25
9:15 AM	10	7	8	20	45
9:30 AM	7	11	9	16	43
9:45 AM	5	2	15	20	42
TOTAL	52	64	87	169	372

Time	NS	SS	ES	WS	TOTAL
7:00 AM	3	1	1	3	8
7:15 AM	1	2	0	2	5
7:30 AM	2	0	1	1	4
7:45 AM	1	1	0	0	2
8:00 AM	4	3	1	3	11
8:15 AM	4	1	1	0	6
8:30 AM	2	2	1	1	6
8:45 AM	5	1	1	1	8
9:00 AM	2	0	1	0	3
9:15 AM	3	2	0	1	6
9:30 AM	3	4	1	0	8
9:45 AM	3	2	0	2	7
TOTAL	33	19	8	14	74

Time	NS	SS	ES	WS	TOTAL
7:00 AM	1	1	1	6	9
7:15 AM	0	2	1	7	10
7:30 AM	1	2	3	15	21
7:45 AM	2	1	4	7	14
8:00 AM	0	1	0	5	6
8:15 AM	0	0	0	2	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	3	3
9:00 AM	0	0	0	1	1
9:15 AM	0	0	0	2	2
9:30 AM	0	0	1	1	2
9:45 AM	0	0	0	0	0
TOTAL	4	7	10	49	70



City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South La Brea  
 East/West Jefferson

Day: Thursday, May 24, 2018 Weather Sunny

Hours:

School Day Yes District \_\_\_\_\_ I/S CODE \_\_\_\_\_

	N/B	S/B	E/B	W/B
DUAL-WHEELED	738	552	344	344
BIKES	18	27	50	42
BUSES	93	85	43	64

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	670	7:00:00 AM	362	8:15:00 AM	187	8:15:00 AM	362	9:00:00 AM
PM PK 15 MIN	553	5:15:00 PM	435	5:15:00 PM	302	3:30:00 PM	298	5:30:00 PM
AM PK HOUR	2487	7:00:00 AM	1360	7:45:00 AM	725	7:45:00 AM	1374	8:45:00 AM
PM PK HOUR	2049	4:45:00 PM	1621	5:00:00 PM	1079	3:15:00 PM	955	5:00:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	408	1933	146	2487
8-9	381	1925	149	2455
9-10	296	1731	123	2150
3-4	179	1580	171	1930
4-5	190	1539	235	1964
5-6	164	1593	241	1998
<b>TOTAL</b>	<b>1618</b>	<b>10301</b>	<b>1065</b>	<b>12984</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	40	1114	97	1251
8-9	42	1181	115	1338
9-10	37	1012	143	1192
3-4	47	1406	60	1513
4-5	55	1489	42	1586
5-6	39	1542	40	1621
<b>TOTAL</b>	<b>260</b>	<b>7744</b>	<b>497</b>	<b>8501</b>

**TOTAL**

N-S	XING S/L		XING N/L	
	Ped	Sch	Ped	Sch
3738	13	6	14	4
3793	26	1	13	0
3342	25	0	25	0
3443	0	8	0	2
3550	10	7	15	2
3619	32	10	29	0
<b>21485</b>	<b>106</b>	<b>32</b>	<b>96</b>	<b>8</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	69	277	206	552
8-9	67	352	285	704
9-10	56	255	230	541
3-4	108	558	412	1078
4-5	65	575	404	1044
5-6	70	539	395	1004
<b>TOTAL</b>	<b>435</b>	<b>2556</b>	<b>1932</b>	<b>4923</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	217	903	45	1165
8-9	281	933	53	1267
9-10	416	858	42	1316
3-4	348	401	45	794
4-5	401	396	52	849
5-6	451	457	47	955
<b>TOTAL</b>	<b>2114</b>	<b>3948</b>	<b>284</b>	<b>6346</b>

**TOTAL**

E-W	XING W/L		XING E/L	
	Ped	Sch	Ped	Sch
1717	45	35	19	9
1971	60	10	27	0
1857	64	4	41	1
1872	0	66	0	3
1893	28	47	21	6
1959	66	12	48	1
<b>11269</b>	<b>263</b>	<b>174</b>	<b>156</b>	<b>20</b>



City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PCE ADJUSTED

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South La Brea

East/West Jefferson

Day: Thursday, May 24, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	738	552	344	344
BIKES	0	0	0	0
BUSES	93	85	43	64

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	700	7:00:00 AM	375	8:15:00 AM	196	8:30:00 AM	380	9:00:00 AM
PM PK 15 MIN	568	5:15:00 PM	453	4:15:00 PM	313	3:30:00 PM	306	5:30:00 PM
AM PK HOUR	2591	7:00:00 AM	1412	7:45:00 AM	758	7:45:00 AM	1435	8:45:00 AM
PM PK HOUR	2089	4:45:00 PM	1676	5:00:00 PM	1123	3:15:00 PM	982	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	420	2021	151	2591
8-9	393	2026	154	2572
9-10	306	1798	126	2230
3-4	182	1640	175	1997
4-5	195	1580	239	2014
5-6	168	1632	244	2043
<b>TOTAL</b>	<b>1663</b>	<b>10695</b>	<b>1088</b>	<b>13446</b>

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	1169	101	1311
8-9	44	1231	120	1395
9-10	40	1055	153	1247
3-4	50	1457	65	1572
4-5	61	1559	43	1663
5-6	41	1594	42	1676
<b>TOTAL</b>	<b>276</b>	<b>8064</b>	<b>523</b>	<b>8862</b>

TOTAL

N-S	XING S/L		XING N/L	
	Ped	Sch	Ped	Sch
3902	0	0	0	0
3967	0	0	0	0
3476	0	0	0	0
3569	0	0	0	0
3677	0	0	0	0
3719	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	78	296	215	588
8-9	73	371	296	739
9-10	63	272	241	575
3-4	111	578	427	1116
4-5	68	607	413	1087
5-6	71	556	408	1035
<b>TOTAL</b>	<b>463</b>	<b>2678</b>	<b>1998</b>	<b>5138</b>

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	229	933	50	1211
8-9	294	964	56	1313
9-10	434	898	45	1377
3-4	364	413	48	824
4-5	412	410	56	877
5-6	464	469	49	982
<b>TOTAL</b>	<b>2195</b>	<b>4084</b>	<b>303</b>	<b>6582</b>

TOTAL

E-W	XING W/L		XING E/L	
	Ped	Sch	Ped	Sch
1799	0	0	0	0
2052	0	0	0	0
1951	0	0	0	0
1939	0	0	0	0
1964	0	0	0	0
2016	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T1017

DATE: Thu, May 24, 18  
 LOCATION: NORTH & SOUTH: La Brea, EAST & WEST: Obama  
 PROJECT #: SC1748  
 LOCATION #: 4  
 CONTROL: SIGNAL



Add U-Turns to Left Turn

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	La Brea	La Brea	Obama	La Brea	La Brea	Obama	La Brea	La Brea	Obama	La Brea	La Brea	Obama		NB	SB	EB	WB	TTL
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	0	0	0	0	0	
7:00 AM	36	436	2	34	203	72	33	44	9	24	310	138	1,341	0	0	0	0	0
7:15 AM	33	357	0	54	258	44	77	95	14	43	269	119	1,363	0	0	0	0	0
7:30 AM	28	373	2	52	241	69	81	80	18	60	262	139	1,405	0	0	0	0	0
7:45 AM	51	374	7	63	331	71	91	106	26	40	195	125	1,480	0	0	0	0	0
8:00 AM	36	357	3	50	333	50	47	149	32	51	278	165	1,551	0	0	0	0	0
8:15 AM	34	390	1	54	391	30	76	104	27	40	189	114	1,450	0	0	0	0	0
8:30 AM	27	308	7	65	320	38	55	120	17	41	248	165	1,411	0	0	0	0	0
8:45 AM	44	434	10	54	324	56	44	96	20	55	264	112	1,513	0	0	0	0	0
9:00 AM	43	366	9	46	307	32	55	117	16	46	213	102	1,352	0	0	0	0	0
9:15 AM	47	397	11	47	284	107	47	70	11	39	261	98	1,419	0	0	0	0	0
9:30 AM	27	377	12	49	308	60	67	102	10	56	279	107	1,454	0	0	0	0	0
9:45 AM	21	270	14	48	283	50	64	106	13	43	175	67	1,154	0	0	0	0	0
VOLUMES	427	4,439	78	616	3,583	679	737	1,189	213	538	2,943	1,451	16,893	0	0	0	0	0
APPROACH %	9%	90%	2%	13%	73%	14%	34%	56%	10%	11%	60%	29%						
APP/DEPART	4.944	/	6.627	4.878	/	4.334	2.139	/	1.883	4.932	/	4.049	0					
BEGIN PEAK HR	8:00 AM																	
VOLUMES	141	1,489	21	223	1,368	174	222	469	96	187	979	556	5,925					
APPROACH %	9%	90%	1%	13%	78%	10%	28%	60%	12%	11%	57%	32%						
PEAK HR FACTOR	0.846	/		0.929	/		0.863	/		0.871	/		0.955					
APP/DEPART	1.651	/	2.267	1.765	/	1.651	787	/	713	1.722	/	1.294	0					
03:00 PM	24	355	22	62	406	35	100	245	19	42	134	80	1,524	0	0	1	0	1
3:15 PM	18	317	25	64	401	44	99	265	17	49	116	88	1,503	0	0	0	0	0
3:30 PM	20	328	21	87	416	34	82	261	19	44	112	70	1,494	0	0	0	0	0
3:45 PM	21	360	15	73	473	24	73	258	15	62	124	62	1,560	0	0	0	0	0
4:00 PM	22	334	12	84	414	38	75	329	18	31	131	74	1,562	0	0	0	0	0
4:15 PM	16	355	21	64	467	37	90	228	14	58	123	73	1,546	0	0	0	0	0
4:30 PM	29	286	16	74	382	41	97	290	24	38	149	74	1,500	0	0	0	0	0
4:45 PM	20	362	13	71	444	36	95	226	12	67	146	63	1,555	0	0	0	0	0
5:00 PM	22	360	11	62	406	63	105	261	19	70	182	64	1,625	0	0	0	0	0
5:15 PM	10	350	17	74	503	78	75	214	11	72	142	60	1,606	0	0	0	0	0
5:30 PM	30	324	12	69	389	61	103	256	26	76	228	72	1,646	0	0	0	0	0
5:45 PM	21	360	18	72	497	85	78	210	22	56	160	57	1,626	0	0	0	0	0
VOLUMES	253	4,091	203	856	5,188	576	1,072	3,043	216	665	1,747	837	18,747	0	0	1	0	1
APPROACH %	6%	90%	4%	13%	78%	9%	25%	70%	5%	20%	54%	26%						
APP/DEPART	4.547	/	5.999	6.620	/	6.069	4.331	/	4.102	3.249	/	2.577	0					
BEGIN PEAK HR	5:00 PM																	
VOLUMES	83	1,394	58	277	1,785	287	361	941	78	274	712	253	6,503					
APPROACH %	5%	91%	4%	12%	76%	12%	26%	68%	6%	22%	57%	20%						
PEAK HR FACTOR	0.962	/		0.897	/		0.896	/		0.824	/		0.988					
APP/DEPART	1.535	/	2.008	2.349	/	2.137	1.380	/	1.276	1.239	/	1.082	0					



Time	Count
7:00 AM	36
7:15 AM	33
7:30 AM	28
7:45 AM	51
8:00 AM	36
8:15 AM	34
8:30 AM	27
8:45 AM	44
9:00 AM	43
9:15 AM	47
9:30 AM	27
9:45 AM	21
TOTAL	427
3:00 PM	24
3:15 PM	18
3:30 PM	20
3:45 PM	21
4:00 PM	22
4:15 PM	16
4:30 PM	29
4:45 PM	20
5:00 PM	22
5:15 PM	10
5:30 PM	30
5:45 PM	21
TOTAL	253

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	5	27	11	60
7:15 AM	10	26	5	61
7:30 AM	11	14	24	54
7:45 AM	15	6	22	54
8:00 AM	16	4	25	55
8:15 AM	20	7	26	72
8:30 AM	8	11	17	44
8:45 AM	9	7	19	51
9:00 AM	11	11	25	64
9:15 AM	9	14	29	64
9:30 AM	11	23	22	75
9:45 AM	11	6	8	34
TOTAL	158	118	270	698
3:00 PM	12	28	34	107
3:15 PM	32	32	39	139
3:30 PM	19	27	42	111
3:45 PM	23	27	35	128
4:00 PM	21	39	32	138
4:15 PM	25	34	42	141
4:30 PM	29	31	49	137
4:45 PM	34	26	60	150
5:00 PM	13	38	29	118
5:15 PM	15	30	41	130
5:30 PM	22	26	37	107
5:45 PM	11	26	33	92
TOTAL	256	364	473	1,498

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	12	4	20	8	44
7:15 AM	17	10	24	4	55
7:30 AM	11	10	20	11	52
7:45 AM	15	4	22	8	49
8:00 AM	16	4	23	10	53
8:15 AM	20	6	22	19	67
8:30 AM	8	10	17	8	43
8:45 AM	9	7	14	16	46
9:00 AM	9	10	21	13	53
9:15 AM	7	12	26	12	57
9:30 AM	11	20	21	19	71
9:45 AM	11	6	7	9	33
TOTAL	146	103	237	137	623
3:00 PM	10	25	30	29	94
3:15 PM	25	26	34	19	104
3:30 PM	16	19	37	13	85
3:45 PM	17	22	32	28	99
4:00 PM	19	31	28	31	109
4:15 PM	25	30	36	35	126
4:30 PM	27	26	42	22	117
4:45 PM	30	22	41	25	118
5:00 PM	13	36	27	35	111
5:15 PM	10	25	34	34	103
5:30 PM	22	23	36	19	100
5:45 PM	11	22	33	16	82
TOTAL	225	307	410	306	1,248

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
7:00 AM	1	1	2	1	5
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	2	0	2
8:15 AM	0	1	1	0	2
8:30 AM	0	1	0	0	1
8:45 AM	0	0	1	0	1
9:00 AM	2	0	1	1	4
9:15 AM	2	0	2	0	4
9:30 AM	0	2	0	0	2
9:45 AM	0	0	1	0	1
TOTAL	6	5	10	2	23
3:00 PM	2	3	2	3	10
3:15 PM	1	0	2	3	6
3:30 PM	2	1	2	1	5
3:45 PM	2	1	1	2	6
4:00 PM	2	1	3	1	7
4:15 PM	0	1	3	1	5
4:30 PM	2	1	3	1	7
4:45 PM	1	2	0	1	4
5:00 PM	0	0	2	0	2
5:15 PM	1	0	2	0	3
5:30 PM	0	1	1	3	5
5:45 PM	0	1	0	4	5
TOTAL	12	12	21	20	65

SCHOOL AGE PED					
NS	SS	ES	WS	TOTAL	
7:00 AM	4	0	5	2	11
7:15 AM	2	4	0	2	5
7:30 AM	0	4	4	4	12
7:45 AM	0	2	0	3	5
8:00 AM	0	0	0	0	0
8:15 AM	0	0	3	0	3
8:30 AM	0	0	0	0	0
8:45 AM	0	0	4	0	4
9:00 AM	0	1	3	3	7
9:15 AM	0	2	1	0	3
9:30 AM	0	1	1	0	2
9:45 AM	0	0	0	0	0
TOTAL	6	10	23	13	52
3:00 PM	0	0	2	1	3
3:15 PM	6	6	3	14	29
3:30 PM	2	7	3	9	21
3:45 PM	4	4	2	13	23
4:00 PM	0	7	1	14	22
4:15 PM	0	3	3	4	10
4:30 PM	0	4	4	5	13
4:45 PM	3	2	19	4	28
5:00 PM	4	5	5	3	5
5:15 PM	0	4	5	10	24
5:30 PM	0	2	0	0	2
5:45 PM	0	3	0	2	5
TOTAL	19	45	42	79	185



City Of Los Angeles  
 Department Of Transportation  
 MANUAL TRAFFIC COUNT SUMMARY

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STREET: North / South La Brea  
 East/West Obama

Day: Thursday, May 24, 2018 Weather Sunny

Hours:   
 School Day Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	588	683	286	341
BIKES	31	22	17	18
BUSES	75	124	79	89

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	488	8:45:00 AM	475	8:15:00 AM	228	8:00:00 AM	494	8:00:00 AM
PM PK 15 MIN	401	5:45:00 PM	655	5:15:00 PM	422	4:00:00 PM	376	5:30:00 PM
AM PK HOUR	1777	8:45:00 AM	1796	7:45:00 AM	850	7:45:00 AM	1746	7:15:00 AM
PM PK HOUR	1535	5:00:00 PM	2349	5:00:00 PM	1511	3:45:00 PM	1242	4:45:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	148	1540	11	1699
8-9	141	1489	21	1651
9-10	138	1410	46	1594
3-4	83	1360	83	1526
4-5	87	1337	62	1486
5-6	83	1394	58	1535
TOTAL	680	8530	281	9491

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	203	1033	256	1492
8-9	223	1368	174	1765
9-10	190	1182	249	1621
3-4	286	1696	137	2119
4-5	293	1707	152	2152
5-6	277	1785	287	2349
TOTAL	1472	8771	1255	11498

TOTAL

TOTAL	XING S/L		XING N/L		
	N-S	Ped	Sch	Ped	Sch
3191	28	6	55	6	
3416	27	0	53	0	
3215	48	4	38	0	
3645	92	17	68	12	
3638	109	16	101	3	
3884	106	12	56	4	
TOTAL	20989	410	55	371	25

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	282	325	67	674
8-9	222	469	96	787
9-10	233	395	50	678
3-4	354	1029	70	1453
4-5	357	1073	68	1498
5-6	361	941	78	1380
TOTAL	1809	4232	429	6470

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	167	1036	521	1724
8-9	187	979	556	1722
9-10	184	928	374	1486
3-4	197	486	300	983
4-5	194	549	284	1027
5-6	274	712	253	1239
TOTAL	1203	4690	2288	8181

TOTAL

TOTAL	XING W/L		XING E/L		
	E-W	Ped	Sch	Ped	Sch
2398	31	10	86	11	
2509	53	0	76	7	
2164	53	3	75	5	
2436	89	37	133	10	
2525	113	27	147	27	
2619	104	15	130	5	
TOTAL	14651	443	92	647	65



City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PCE ADJUSTED

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South La Brea

East/West Obama

Day: Thursday, May 24, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	588	683	286	341
BIKES	0	0	0	0
BUSES	75	124	79	89

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	515	8:45:00 AM	497	8:15:00 AM	234	7:45:00 AM	516	8:00:00 AM
PM PK 15 MIN	417	5:45:00 PM	682	5:15:00 PM	438	4:00:00 PM	385	5:30:00 PM
AM PK HOUR	1856	8:45:00 AM	1878	7:45:00 AM	882	7:45:00 AM	1811	7:15:00 AM
PM PK HOUR	1575	3:00:00 PM	2430	5:00:00 PM	1564	3:15:00 PM	1269	4:45:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	157	1618	12	1787
8-9	148	1585	24	1756
9-10	148	1466	49	1662
3-4	88	1402	85	1575
4-5	89	1363	64	1515
5-6	83	1424	59	1566
TOTAL	712	8856	292	9860

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	213	1084	270	1566
8-9	235	1431	182	1847
9-10	202	1234	256	1692
3-4	294	1760	143	2196
4-5	302	1776	156	2233
5-6	285	1854	292	2430
TOTAL	1529	9138	1297	11964

TOTAL

N-S	XING S/L		XING N/L	
	Ped	Sch	Ped	Sch
3353	0	0	0	0
3603	0	0	0	0
3354	0	0	0	0
3771	0	0	0	0
3748	0	0	0	0
3995	0	0	0	0
TOTAL	21824	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	297	339	70	706
8-9	228	489	99	816
9-10	244	416	52	712
3-4	369	1066	74	1509
4-5	365	1111	70	1545
5-6	365	962	80	1406
TOTAL	1868	4381	444	6692

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	174	1078	536	1788
8-9	193	1022	575	1790
9-10	190	961	385	1535
3-4	203	500	312	1015
4-5	196	567	288	1051
5-6	276	727	261	1263
TOTAL	1231	4855	2356	8441

TOTAL

E-W	XING W/L		XING E/L	
	Ped	Sch	Ped	Sch
2494	0	0	0	0
2605	0	0	0	0
2247	0	0	0	0
2523	0	0	0	0
2596	0	0	0	0
2669	0	0	0	0
TOTAL	15133	0	0	0

**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T1017

DATE:  
Thu, May 24, 18

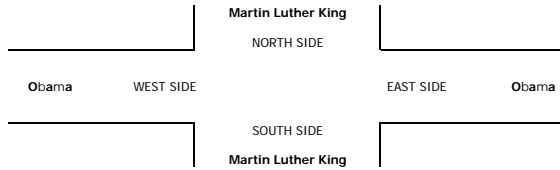
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

LA Rancho  
Martin Luther King  
Obama

PROJECT #: SC1748  
LOCATION #: 5  
CONTROL: SIGNAL



LANES:	NORTHBOUND Martin Luther King			SOUTHBOUND Martin Luther King			EASTBOUND Obama			WESTBOUND Obama			TOTAL	U-TURNS				
	NL 3	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1.5	ER 1.5	WL 1	WT 2	WR X		NB 0	SB 0	EB 0	WB 0	TTL
7:00 AM	336	0	4	0	0	0	0	40	58	1	180	0	619	0	0	0	1	1
7:15 AM	310	0	2	0	0	0	0	54	94	1	144	0	605	0	0	0	0	0
7:30 AM	275	0	5	0	0	0	0	54	109	4	218	0	665	0	0	0	2	2
7:45 AM	287	0	1	0	0	0	0	51	122	3	163	0	627	0	0	0	0	0
8:00 AM	343	0	11	0	0	0	0	89	133	4	159	0	739	0	0	0	0	0
8:15 AM	265	0	11	0	0	0	0	86	128	4	184	0	678	0	0	0	0	0
8:30 AM	338	0	18	0	0	0	0	71	142	6	166	0	741	0	0	0	0	0
8:45 AM	256	0	12	0	0	0	0	86	114	1	159	0	628	0	0	0	0	0
9:00 AM	241	0	7	0	0	0	0	83	111	6	141	0	589	0	0	1	0	1
9:15 AM	212	0	8	0	0	0	0	68	104	4	218	0	614	0	0	0	0	0
9:30 AM	253	0	6	0	0	0	0	78	104	4	174	0	619	0	0	0	0	0
9:45 AM	204	0	6	0	0	0	0	80	116	3	177	0	586	0	0	0	0	0
VOLUMES	3,320	0	91	0	0	0	0	840	1,335	41	2,083	0	7,714	0	0	1	3	4
APPROACH %	97%	0%	3%	0%	0%	0%	0%	39%	61%	2%	98%	0%						
APP/DEPART	3,411	/	0	0	0	0	0	2,176	934	/	5,404	0						
BEGIN PEAK HR	8:00 AM																	
VOLUMES	1,202	0	52	0	0	0	0	332	517	15	668	0	2,786					
APPROACH %	96%	0%	4%	0%	0%	0%	0%	39%	61%	2%	98%	0%						
PEAK HR FACTOR	0.881	/	0	0.000	0.000	0.000	0.000	0.956	0.956	0.908	0.908	0.908	0.940					
APP/DEPART	1,254	/	0	0	0	0	0	532	849	/	384	683	1,870	0				
03:00 PM	128	0	10	0	0	0	0	115	226	11	131	0	621	0	0	0	0	0
3:15 PM	134	0	12	0	0	0	0	131	240	10	102	0	629	0	0	0	0	0
3:30 PM	159	0	13	0	0	0	0	135	243	9	111	0	670	0	0	0	0	0
3:45 PM	167	0	6	0	0	0	0	157	256	15	114	0	715	0	0	0	0	0
4:00 PM	140	0	19	0	0	0	0	153	297	14	93	0	716	0	0	0	0	0
4:15 PM	155	0	7	0	0	0	0	144	247	19	128	0	700	1	0	0	0	1
4:30 PM	144	0	7	0	0	0	0	133	256	16	127	0	683	0	0	0	0	0
4:45 PM	160	0	10	0	0	0	0	138	263	8	146	0	725	0	0	0	0	0
5:00 PM	141	0	18	0	0	0	0	137	214	17	183	0	710	0	0	0	0	0
5:15 PM	135	0	17	0	0	0	0	134	232	22	198	0	738	0	0	0	0	0
5:30 PM	178	0	21	0	0	0	0	143	246	16	191	0	795	0	0	0	0	0
5:45 PM	160	0	23	0	0	0	0	171	219	29	145	0	747	0	0	0	0	0
VOLUMES	1,801	0	163	0	0	0	0	1,691	2,939	186	1,669	0	8,450	1	0	0	0	1
APPROACH %	92%	0%	8%	0%	0%	0%	0%	37%	63%	10%	90%	0%						
APP/DEPART	1,965	/	0	0	0	0	0	4,630	1,854	/	3,470	0						
BEGIN PEAK HR	5:00 PM																	
VOLUMES	614	0	79	0	0	0	0	585	911	84	717	0	2,990					
APPROACH %	89%	0%	11%	0%	0%	0%	0%	39%	61%	10%	90%	0%						
PEAK HR FACTOR	0.871	/	0	0.000	0.000	0.000	0.000	0.959	0.910	0.910	0.910	0.910	0.940					
APP/DEPART	693	/	0	0	0	0	0	995	1,496	/	664	801	1,331	0				



Time	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	1

ALL PED AND BIKE					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	0	4	7	1	12
7:15 AM	0	10	4	0	14
7:30 AM	1	1	2	0	4
7:45 AM	0	3	4	0	7
8:00 AM	0	3	3	0	6
8:15 AM	0	7	7	0	14
8:30 AM	0	7	4	0	11
8:45 AM	0	5	6	0	11
9:00 AM	0	0	0	0	0
9:15 AM	0	5	4	0	9
9:30 AM	0	2	1	0	3
9:45 AM	0	1	1	0	2
TOTAL	1	48	43	1	93

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	0	4	5	1	10
7:15 AM	0	8	4	0	12
7:30 AM	0	0	2	0	2
7:45 AM	0	3	3	0	6
8:00 AM	0	3	3	0	6
8:15 AM	0	3	6	0	9
8:30 AM	0	6	4	0	10
8:45 AM	0	5	6	0	11
9:00 AM	0	0	0	0	0
9:15 AM	0	5	3	0	8
9:30 AM	0	2	1	0	3
9:45 AM	0	1	1	0	2
TOTAL	0	40	38	1	79

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
7:00 AM	0	0	2	0	2
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	2	1	0	3
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	1	0	1
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
TOTAL	1	3	5	0	9

SCHOOL AGE PED					
NS	SS	ES	WS	TOTAL	
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	2	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
TOTAL	0	5	0	0	5



City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Martin Luther King  
 East/West Obama

Day: Thursday, May 24, 2018 Weather Sunny

Hours: \_\_\_\_\_  
 School Day Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	201	0	309	135
BIKES	16	1	15	1
BUSES	81	0	83	16

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	356	8:30:00 AM	0		222	8:00:00 AM	224	7:30:00 AM
PM PK 15 MIN	199	5:30:00 PM	0		450	4:00:00 PM	220	5:15:00 PM
AM PK HOUR	1274	7:45:00 AM	0		849	8:00:00 AM	741	7:30:00 AM
PM PK HOUR	693	5:00:00 PM	0		1643	3:45:00 PM	801	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1208	0	12	1220
8-9	1202	0	52	1254
9-10	910	0	27	937
3-4	588	0	41	629
4-5	599	0	43	642
5-6	614	0	79	693
<b>TOTAL</b>	<b>5121</b>	<b>0</b>	<b>254</b>	<b>5375</b>

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

TOTAL

N-S	XING S/L		XING N/L	
	Ped	Sch	Ped	Sch
1220	15	3	0	0
1254	17	2	0	0
937	8	0	0	0
629	18	8	0	0
642	24	9	0	0
693	43	6	0	0
<b>5375</b>	<b>125</b>	<b>28</b>	<b>0</b>	<b>0</b>

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	199	383	582
8-9	0	332	517	849
9-10	0	309	435	744
3-4	0	538	965	1503
4-5	0	568	1063	1631
5-6	0	585	911	1496
<b>TOTAL</b>	<b>0</b>	<b>2531</b>	<b>4274</b>	<b>6805</b>

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	705	0	714
8-9	15	668	0	683
9-10	17	710	0	727
3-4	45	458	0	503
4-5	57	494	0	551
5-6	84	717	0	801
<b>TOTAL</b>	<b>227</b>	<b>3752</b>	<b>0</b>	<b>3979</b>

TOTAL

E-W	XING W/L		XING E/L	
	Ped	Sch	Ped	Sch
1296	1	0	14	0
1532	0	0	19	0
1471	0	0	5	0
2006	1	0	14	1
2182	1	0	19	5
2297	0	0	30	11
<b>10784</b>	<b>3</b>	<b>0</b>	<b>101</b>	<b>17</b>





City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PCE ADJUSTED

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Martin Luther King

East/West Obama

Day: Thursday, May 24, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	201	0	309	135
BIKES	0	0	0	0
BUSES	81	0	83	16

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	369	8:30:00 AM	0		229	8:00:00 AM	228	7:30:00 AM
PM PK 15 MIN	201	5:30:00 PM	0		472	4:00:00 PM	221	5:15:00 PM
AM PK HOUR	1313	7:45:00 AM	0		886	8:00:00 AM	760	7:30:00 AM
PM PK HOUR	708	5:00:00 PM	0		1706	3:45:00 PM	808	5:00:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	1246	0	13	1259
8-9	1250	0	53	1303
9-10	950	0	27	977
3-4	609	0	42	651
4-5	616	0	45	661
5-6	629	0	80	708
<b>TOTAL</b>	<b>5298</b>	<b>0</b>	<b>259</b>	<b>5557</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
1259	0	0	0	0
1303	0	0	0	0
977	0	0	0	0
651	0	0	0	0
661	0	0	0	0
708	0	0	0	0
<b>5557</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	205	406	611
8-9	0	342	544	886
9-10	0	324	458	782
3-4	0	552	1001	1553
4-5	0	584	1106	1690
5-6	0	591	931	1522
<b>TOTAL</b>	<b>0</b>	<b>2598</b>	<b>4445</b>	<b>7043</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	10	727	0	737
8-9	16	683	0	699
9-10	18	730	0	748
3-4	45	467	0	512
4-5	59	502	0	561
5-6	86	723	0	808
<b>TOTAL</b>	<b>233</b>	<b>3830</b>	<b>0</b>	<b>4063</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
1348	0	0	0	0
1584	0	0	0	0
1529	0	0	0	0
2065	0	0	0	0
2250	0	0	0	0
2330	0	0	0	0
<b>11105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INTERSECTION TURNING MOVEMENT COUNTS

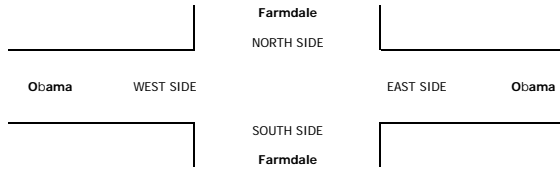
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T1017

DATE: Thu, May 24, 18  
 LOCATION: NORTH & SOUTH: EAST & WEST:  
 LA Rancho Farmdale Obama  
 PROJECT #: SC1748  
 LOCATION #: 6  
 CONTROL: SIGNAL



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
7:00 AM	3	2	13	9	1	6	12	48	2	0	189	44	329	0	0	0	0	0
7:15 AM	3	1	10	13	1	10	11	42	0	2	159	57	309	0	0	0	0	0
7:30 AM	2	7	20	23	1	9	10	47	0	3	153	63	338	0	0	0	0	0
7:45 AM	4	3	17	35	1	24	9	55	0	0	135	66	349	0	0	0	0	0
8:00 AM	4	4	20	21	2	17	16	80	0	5	131	52	352	0	0	1	1	2
8:15 AM	0	3	8	16	2	14	16	73	3	2	177	65	379	0	0	1	0	1
8:30 AM	5	0	9	16	1	13	20	69	0	4	166	51	354	0	0	0	0	0
8:45 AM	1	0	6	16	0	13	21	75	0	2	136	33	303	0	0	0	0	0
9:00 AM	1	0	8	7	0	13	11	71	1	4	133	22	271	0	0	0	0	0
9:15 AM	3	1	7	4	1	21	10	65	2	1	197	17	329	0	0	0	0	0
9:30 AM	1	0	7	8	0	13	10	74	1	1	190	19	324	0	0	0	0	0
9:45 AM	1	0	6	8	1	14	11	74	0	0	159	15	289	0	0	0	0	0
VOLUMES	28	21	131	176	11	167	157	773	9	24	1,925	504	3,926	0	0	2	1	3
APPROACH %	16%	12%	73%	50%	3%	47%	17%	82%	1%	1%	78%	27%						
APP/DEPART	180	/	680	354	/	43	939	/	1,081	2,453	/	2,122	0					
BEGIN PEAK HR	7:45 AM																	
VOLUMES	13	10	54	88	6	68	61	277	3	11	609	234	1,434					
APPROACH %	17%	13%	70%	54%	4%	42%	18%	81%	1%	1%	71%	27%						
PEAK HR FACTOR	0.688			0.675			0.888			0.875								
APP/DEPART	77	/	303	162	/	19	341	/	420	854	/	692	0					
03:00 PM	0	0	2	33	1	28	19	107	2	2	99	3	296	0	0	0	0	0
3:15 PM	3	0	10	24	3	30	14	133	1	2	79	18	317	0	0	0	0	0
3:30 PM	0	1	5	32	2	31	16	139	2	0	85	7	320	0	0	0	0	0
3:45 PM	1	0	9	19	2	28	18	129	4	2	99	12	323	0	0	0	0	0
4:00 PM	1	0	5	30	2	17	22	149	1	1	88	11	327	0	0	0	0	0
4:15 PM	7	1	9	36	2	44	20	135	2	2	96	12	366	0	0	0	0	0
4:30 PM	4	0	8	38	3	34	14	131	1	1	96	18	348	0	0	0	0	0
4:45 PM	1	0	9	37	1	43	10	128	2	3	116	8	358	0	0	0	0	0
5:00 PM	2	0	7	33	2	74	20	125	0	4	126	9	402	0	0	0	0	0
5:15 PM	0	1	8	29	2	74	8	132	0	1	143	13	411	0	0	0	0	0
5:30 PM	0	0	9	44	1	75	15	113	3	4	129	9	402	0	0	1	0	1
5:45 PM	4	0	5	31	3	48	13	150	4	1	116	16	391	0	0	0	0	0
VOLUMES	23	3	86	386	24	526	189	1,571	22	23	1,272	136	4,261	0	0	1	0	1
APPROACH %	21%	3%	77%	41%	3%	56%	11%	88%	1%	2%	89%	10%						
APP/DEPART	112	/	327	936	/	69	1,782	/	2,043	1,431	/	1,822	0					
BEGIN PEAK HR	5:00 PM																	
VOLUMES	6	1	29	137	8	271	56	520	7	10	514	47	1,606					
APPROACH %	17%	3%	81%	33%	2%	65%	10%	89%	1%	2%	90%	8%						
PEAK HR FACTOR	1.000			0.867			0.873			0.909								
APP/DEPART	36	/	103	416	/	25	583	/	686	571	/	792	0					



TIME	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	1	7	4	12
7:15 AM	3	2	3	9	17
7:30 AM	3	11	11	19	44
7:45 AM	7	22	6	30	65
8:00 AM	16	15	12	40	83
8:15 AM	6	7	4	12	29
8:30 AM	9	6	2	8	25
8:45 AM	0	1	2	1	4
9:00 AM	3	3	1	5	12
9:15 AM	1	1	4	1	7
9:30 AM	2	1	5	2	10
9:45 AM	1	1	1	2	5
TOTAL	51	71	58	133	313

ALL PED AND BIKE					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	0	1	7	4	12
7:15 AM	3	2	3	9	17
7:30 AM	3	11	11	19	44
7:45 AM	7	22	6	30	65
8:00 AM	16	15	12	40	83
8:15 AM	6	7	4	12	29
8:30 AM	9	6	2	8	25
8:45 AM	0	1	2	1	4
9:00 AM	3	3	1	5	12
9:15 AM	1	1	4	1	7
9:30 AM	2	1	5	2	10
9:45 AM	1	1	1	2	5
TOTAL	51	71	58	133	313

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	0	1	3	2	6
7:15 AM	2	0	0	4	6
7:30 AM	2	1	4	1	8
7:45 AM	0	0	2	1	3
8:00 AM	0	0	0	0	0
8:15 AM	5	2	0	1	8
8:30 AM	8	4	2	3	17
8:45 AM	0	0	0	0	0
9:00 AM	2	0	0	2	4
9:15 AM	0	0	1	0	1
9:30 AM	0	0	3	0	3
9:45 AM	1	1	1	2	5
TOTAL	20	9	16	16	61

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	1	1	0	1	3
8:00 AM	0	0	0	0	0
8:15 AM	1	0	1	1	3
8:30 AM	1	0	0	1	2
8:45 AM	0	0	0	0	0
9:00 AM	1	0	0	0	1
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
TOTAL	5	1	1	3	10

SCHOOL AGE PED					
NS	SS	ES	WS	TOTAL	
7:00 AM	0	0	4	2	6
7:15 AM	0	2	3	5	10
7:30 AM	1	10	7	18	36
7:45 AM	6	21	4	28	59
8:00 AM	16	15	12	40	83
8:15 AM	0	5	3	10	18
8:30 AM	0	2	0	4	6
8:45 AM	0	1	2	1	4
9:00 AM	0	3	1	3	7
9:15 AM	1	1	3	1	6
9:30 AM	2	1	2	2	7
9:45 AM	0	0	0	0	0
TOTAL	26	61	41	114	242



City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Farmdale  
 East/West Obama

Day: Thursday, May 24, 2018 Weather Sunny

Hours: School Day Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	16	35	112	135
BIKES	5	3	2	14
BUSES	2	33	11	17

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	29	7:30:00 AM	60	7:45:00 AM	96	8:45:00 AM	244	8:15:00 AM
PM PK 15 MIN	17	4:15:00 PM	120	5:30:00 PM	172	5:45:00 PM	157	5:15:00 PM
AM PK HOUR	95	7:15:00 AM	165	7:30:00 AM	373	8:00:00 AM	871	7:00:00 AM
PM PK HOUR	48	4:15:00 PM	416	5:00:00 PM	637	3:30:00 PM	571	5:00:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	12	13	60	85
8-9	10	7	43	60
9-10	6	1	28	35
3-4	4	1	26	31
4-5	13	1	31	45
5-6	6	1	29	36
<b>TOTAL</b>	<b>51</b>	<b>24</b>	<b>217</b>	<b>292</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	80	4	49	133
8-9	69	5	57	131
9-10	27	2	61	90
3-4	108	8	117	233
4-5	141	8	138	287
5-6	137	8	271	416
<b>TOTAL</b>	<b>562</b>	<b>35</b>	<b>693</b>	<b>1290</b>

**TOTAL**

N-S	XING S/L		XING N/L	
	Ped	Sch	Ped	Sch
218	2	33	4	7
191	6	23	13	16
125	1	5	3	3
264	4	17	7	69
332	2	10	9	35
452	5	1	8	2
<b>1582</b>	<b>20</b>	<b>89</b>	<b>44</b>	<b>132</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	42	192	2	236
8-9	73	297	3	373
9-10	42	284	4	330
3-4	67	508	9	584
4-5	66	543	6	615
5-6	56	520	7	583
<b>TOTAL</b>	<b>346</b>	<b>2344</b>	<b>31</b>	<b>2721</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	5	636	230	871
8-9	13	610	201	824
9-10	6	679	73	758
3-4	6	362	40	408
4-5	7	396	49	452
5-6	10	514	47	571
<b>TOTAL</b>	<b>47</b>	<b>3197</b>	<b>640</b>	<b>3884</b>

**TOTAL**

E-W	XING W/L		XING E/L	
	Ped	Sch	Ped	Sch
1107	8	53	9	18
1197	4	55	2	17
1088	4	6	5	6
992	14	26	6	86
1067	6	16	7	53
1154	8	8	18	15
<b>6605</b>	<b>44</b>	<b>164</b>	<b>47</b>	<b>195</b>



City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PCE ADJUSTED

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Farmdale

East/West Obama

Day: Thursday, May 24, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	16	35	112	135
BIKES	0	0	0	0
BUSES	2	33	11	17

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	30	7:30:00 AM	62	7:45:00 AM	100	8:45:00 AM	250	8:15:00 AM
PM PK 15 MIN	18	4:15:00 PM	121	5:30:00 PM	177	5:45:00 PM	158	5:15:00 PM
AM PK HOUR	97	7:15:00 AM	172	7:30:00 AM	384	8:00:00 AM	901	7:00:00 AM
PM PK HOUR	50	4:15:00 PM	426	5:00:00 PM	653	3:30:00 PM	575	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	13	62	87
8-9	10	7	44	61
9-10	6	1	30	37
3-4	4	1	29	34
4-5	14	1	32	47
5-6	6	1	30	37

TOTAL	52	24	227	302
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SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	87	6	50	143
8-9	73	5	58	136
9-10	29	2	61	92
3-4	116	10	120	245
4-5	153	8	140	300
5-6	143	8	275	426

TOTAL	600	38	703	1341
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TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
230	0	0	0	0
197	0	0	0	0
129	0	0	0	0
279	0	0	0	0
347	0	0	0	0
462	0	0	0	0

TOTAL	1643	0	0	0
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EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	43	199	2	244
8-9	74	307	3	384
9-10	44	297	4	344
3-4	70	517	9	596
4-5	67	557	6	630
5-6	57	528	7	592

TOTAL	353	2404	31	2788
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WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	659	237	901
8-9	14	626	202	841
9-10	6	696	77	779
3-4	6	369	40	415
4-5	7	403	50	460
5-6	10	517	48	575

TOTAL	48	3268	654	3969
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TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
1145	0	0	0	0
1224	0	0	0	0
1123	0	0	0	0
1010	0	0	0	0
1089	0	0	0	0
1166	0	0	0	0

TOTAL	6757	0	0	0
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**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T1017

DATE: Thu, May 24, 18  
 LOCATION: NORTH & SOUTH: EAST & WEST.  
 PROJECT #: SC1748  
 LOCATION #: 7  
 CONTROL: SIGNAL

NOTES: AM NB queue

LANES:	NORTHBOUND <small>Crenshaw</small>			SOUTHBOUND <small>Crenshaw</small>			EASTBOUND <small>Obama</small>			WESTBOUND <small>Obama</small>			TOTAL	U-TURNS				
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0		NB 0	SB 0	EB 0	WB 0	TTL
7:00 AM	8	189	3	8	112	20	19	53	3	11	176	115	717	0	0	0	0	0
7:15 AM	7	237	4	10	136	27	22	54	5	21	119	102	744	0	0	0	0	0
7:30 AM	6	209	3	13	145	18	31	49	8	18	114	85	699	0	0	0	0	0
7:45 AM	4	202	3	17	190	29	16	86	7	18	112	131	815	0	0	0	0	0
8:00 AM	6	217	4	18	218	26	28	77	4	17	115	106	836	0	0	0	0	0
8:15 AM	14	262	6	20	199	48	31	58	12	22	121	95	888	0	0	0	0	0
8:30 AM	9	226	5	15	189	32	25	81	8	33	136	86	845	0	0	0	0	0
8:45 AM	3	258	8	16	225	33	29	70	5	39	114	69	869	0	0	0	0	0
9:00 AM	15	197	8	14	172	31	33	56	5	30	111	52	724	0	0	0	0	0
9:15 AM	7	242	0	14	183	47	27	55	9	11	138	44	777	0	0	0	0	0
9:30 AM	4	206	5	8	166	33	26	58	14	9	145	36	710	0	0	0	0	0
9:45 AM	9	188	4	13	197	47	36	46	11	6	98	40	695	0	0	0	0	0
VOLUMES	92	2,633	53	166	2,132	391	323	743	91	235	1,499	961	9,319	0	0	0	0	0
APPROACH %	3%	95%	2%	6%	79%	15%	28%	64%	8%	9%	56%	36%						
APP/DEPART	2.778	/	3.917	2.689	/	2.458	1.157	/	962	2.695	/	1.982	0					
BEGIN PEAK HR VOLUMES	32	963	23	69	831	139	113	286	29	111	486	356	3,438					
APPROACH %	3%	95%	2%	7%	80%	13%	26%	67%	7%	12%	51%	37%						
PEAK HR FACTOR	0.902	/		0.948	/		0.939	/		0.934	/		0.968					
APP/DEPART	1.018	/	1.432	1.039	/	971	428	/	378	953	/	657	0					
03:00 PM	9	213	11	17	266	23	45	78	16	10	57	25	770	0	0	1	0	1
3:15 PM	16	254	6	16	282	25	58	89	17	12	53	16	844	0	0	0	0	0
3:30 PM	16	192	5	33	244	24	56	115	11	9	70	25	800	0	0	0	0	0
3:45 PM	19	256	8	17	272	17	40	88	19	13	55	24	828	0	0	0	0	0
4:00 PM	9	255	7	28	259	18	64	120	17	4	54	24	859	0	0	0	0	0
4:15 PM	14	262	10	18	304	25	55	107	17	12	56	18	898	0	0	0	0	0
4:30 PM	11	196	6	14	236	32	54	129	18	17	67	25	805	0	0	0	0	0
4:45 PM	13	257	8	27	275	25	46	87	16	9	78	28	869	0	0	0	0	0
5:00 PM	14	202	8	24	267	21	56	122	19	14	79	17	843	0	0	0	0	0
5:15 PM	12	210	5	19	275	25	53	137	8	19	102	19	884	0	0	0	0	0
5:30 PM	11	224	11	19	273	32	45	115	10	15	82	28	865	0	1	0	0	1
5:45 PM	8	220	6	25	257	22	51	106	19	15	74	30	833	0	0	0	0	0
VOLUMES	152	2,741	91	257	3,210	289	623	1,293	187	149	827	279	10,098	0	1	1	0	2
APPROACH %	5%	92%	3%	7%	85%	8%	30%	61%	9%	12%	66%	22%						
APP/DEPART	2.984	/	3.643	3.756	/	3.546	2.103	/	1.640	1.255	/	1.269	0					
BEGIN PEAK HR VOLUMES	50	893	32	89	1,090	103	200	461	53	57	341	92	3,461					
APPROACH %	5%	92%	3%	7%	85%	8%	28%	65%	7%	12%	70%	19%						
PEAK HR FACTOR	0.877	/		0.980	/		0.902	/		0.875	/		0.979					
APP/DEPART	975	/	1,186	1,282	/	1,200	714	/	581	490	/	494	0					



Time	N Side	S Side	E Side	W Side	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	3	3
7:30 AM	0	1	0	2	3
7:45 AM	0	0	0	4	4
8:00 AM	0	3	2	7	12
8:15 AM	0	2	0	8	10
8:30 AM	0	0	0	11	11
8:45 AM	0	1	1	4	6
9:00 AM	0	0	0	6	6
9:15 AM	0	0	0	3	3
9:30 AM	0	1	0	8	9
9:45 AM	0	0	0	2	2
TOTAL	0	8	3	58	69

Time	N Side	S Side	E Side	W Side	TOTAL
3:00 PM	1	2	1	5	9
3:15 PM	0	0	0	4	4
3:30 PM	0	3	0	7	10
3:45 PM	0	0	0	2	2
4:00 PM	0	2	0	22	24
4:15 PM	0	6	1	8	15
4:30 PM	0	2	0	4	6
4:45 PM	0	1	0	6	7
5:00 PM	0	0	0	7	7
5:15 PM	0	2	0	3	5
5:30 PM	0	2	0	4	6
5:45 PM	0	0	0	4	4
TOTAL	1	20	2	72	95

Time	N Side	S Side	E Side	W Side	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	1	1
TOTAL	0	0	0	2	2

Time	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0

Time	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	3	3
7:30 AM	0	1	0	2	3
7:45 AM	0	0	0	3	3
8:00 AM	0	3	2	7	12
8:15 AM	0	2	0	8	10
8:30 AM	0	0	0	11	11
8:45 AM	0	1	1	4	6
9:00 AM	0	0	0	6	6
9:15 AM	0	0	0	3	3
9:30 AM	0	1	0	8	9
9:45 AM	0	0	0	1	1
TOTAL	0	8	3	56	67



City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Crenshaw  
 East/West Obama

Day: Thursday, May 24, 2018 Weather Sunny

Hours: \_\_\_\_\_  
 School Day Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	344	366	138	183
BIKES	0	0	0	0
BUSES	112	100	29	12

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	282	8:15:00 AM	274	8:45:00 AM	114	8:30:00 AM	302	7:00:00 AM
PM PK 15 MIN	286	4:15:00 PM	347	4:15:00 PM	201	4:30:00 PM	140	5:15:00 PM
AM PK HOUR	1018	8:00:00 AM	1039	8:00:00 AM	433	7:45:00 AM	1022	7:00:00 AM
PM PK HOUR	1053	3:45:00 PM	1282	4:45:00 PM	745	4:30:00 PM	494	5:00:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	25	837	13	875
8-9	32	963	23	1018
9-10	35	833	17	885
3-4	60	915	30	1005
4-5	47	970	31	1048
5-6	45	856	30	931
<b>TOTAL</b>	<b>244</b>	<b>5374</b>	<b>144</b>	<b>5762</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	48	583	94	725
8-9	69	831	139	1039
9-10	49	718	158	925
3-4	83	1064	89	1236
4-5	87	1074	100	1261
5-6	87	1072	100	1259
<b>TOTAL</b>	<b>423</b>	<b>5342</b>	<b>680</b>	<b>6445</b>

**TOTAL**

N-S	XING S/L		XING N/L	
	Ped	Sch	Ped	Sch
1600	0	1	0	0
2057	0	6	0	0
1810	0	1	0	0
2241	0	5	0	1
2309	0	11	0	0
2190	0	4	0	0
<b>12207</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>1</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	88	242	23	353
8-9	113	286	29	428
9-10	122	215	39	376
3-4	199	370	63	632
4-5	219	443	68	730
5-6	205	480	56	741
<b>TOTAL</b>	<b>946</b>	<b>2036</b>	<b>278</b>	<b>3260</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	68	521	433	1022
8-9	111	486	356	953
9-10	56	492	172	720
3-4	44	235	90	369
4-5	42	255	95	392
5-6	63	337	94	494
<b>TOTAL</b>	<b>384</b>	<b>2326</b>	<b>1240</b>	<b>3950</b>

**TOTAL**

E-W	XING W/L		XING E/L	
	Ped	Sch	Ped	Sch
1375	1	8	0	0
1381	0	30	0	3
1096	1	18	0	0
1001	0	18	0	1
1122	0	40	0	1
1235	0	14	0	0
<b>7210</b>	<b>2</b>	<b>128</b>	<b>0</b>	<b>5</b>



City Of Los Angeles  
 Department Of Transportation  
**MANUAL TRAFFIC COUNT SUMMARY**

PCE ADJUSTED

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

STREET: North / South Crenshaw

East/West Obama

Day: Thursday, May 24, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	344	366	138	183
BIKES	0	0	0	0
BUSES	112	100	29	12

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	298	8:15:00 AM	289	8:45:00 AM	117	8:30:00 AM	310	7:00:00 AM
PM PK 15 MIN	298	4:15:00 PM	359	4:15:00 PM	210	4:00:00 PM	141	5:15:00 PM
AM PK HOUR	1077	8:00:00 AM	1093	8:00:00 AM	444	7:45:00 AM	1056	7:00:00 AM
PM PK HOUR	1096	3:45:00 PM	1315	4:45:00 PM	766	4:30:00 PM	500	5:00:00 PM

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	26	896	14	936
8-9	33	1017	28	1077
9-10	37	880	18	934
3-4	63	951	32	1045
4-5	48	1014	32	1094
5-6	46	885	31	961
<b>TOTAL</b>	<b>251</b>	<b>5643</b>	<b>153</b>	<b>6046</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	52	627	101	780
8-9	72	878	144	1093
9-10	52	766	165	982
3-4	86	1101	92	1279
4-5	91	1110	102	1302
5-6	91	1102	100	1293
<b>TOTAL</b>	<b>443</b>	<b>5583</b>	<b>703</b>	<b>6728</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
1716	0	0	0	0
2170	0	0	0	0
1916	0	0	0	0
2324	0	0	0	0
2396	0	0	0	0
2254	0	0	0	0
<b>12774</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	92	245	27	363
8-9	120	291	30	441
9-10	128	224	42	394
3-4	208	377	66	650
4-5	226	457	75	757
5-6	208	490	57	754
<b>TOTAL</b>	<b>981</b>	<b>2083</b>	<b>295</b>	<b>3358</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	73	537	447	1056
8-9	114	496	366	976
9-10	61	504	181	746
3-4	48	241	92	380
4-5	43	259	96	398
5-6	64	341	96	500
<b>TOTAL</b>	<b>401</b>	<b>2377</b>	<b>1277</b>	<b>4054</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
1419	0	0	0	0
1416	0	0	0	0
1140	0	0	0	0
1030	0	0	0	0
1155	0	0	0	0
1253	0	0	0	0
<b>7412</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**ATTACHMENT C**  
**LADOT LEVEL OF SERVICE WORKSHEETS (All Scenarios)**

- Existing Conditions
- Existing plus Project Construction
- Future pre-Project Conditions
- Future with Project Construction



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	3/12/19									
1	East-West Street:	Jefferson Boulevard	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	R Lu	Project:	Rancho Cienega Rec. Ctr.									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4			4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	378	1	378	0	378	378	6	395	1	395	0	395	1	395	0	395	1	395
	Left-Through		0							0				0				0	
	Through	1937	2	697	5	1942	698	86	2082	2	747	5	2087	2	748	0	2087	2	748
	Through-Right		1							1				1				1	
	Right	153	0	153	0	153	153	0	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	40	1	40	5	45	45	0	41	1	41	5	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	1211	2	440	2	1213	441	102	1350	2	487	2	1352	2	488	0	1352	2	488
	Through-Right		1							1				1				1	
	Right	109	0	109	0	109	109	0	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	68	1	68	0	68	68	0	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	349	2	175	0	349	175	125	485	2	243	0	485	2	243	0	485	2	243
	Through-Right		0							0				0				0	
	Right	308	1	0	0	308	0	0	317	1	0	0	317	1	0	0	317	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	294	1	294	0	294	294	0	303	1	303	0	303	1	303	0	303	1	303
	Left-Through		0							0				0				0	
	Through	905	1	482	0	905	482	102	1034	1	547	0	1034	1	547	0	1034	1	547
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	60	0	60	0	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 818		819		North-South: 882		883		North-South: 883		883		North-South: 883		883		883	
		East-West: 550		550		East-West: 617		617		East-West: 617		617		East-West: 617		617		617	
		SUM: 1368		1369		SUM: 1499		1500		SUM: 1500		1500		SUM: 1500		1500		1500	
VOLUME/CAPACITY (V/C) RATIO:				0.995				0.996				1.090				1.091			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.895				0.896				0.990				0.991			
LEVEL OF SERVICE (LOS):				D				D				E				E			

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.001**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **0.001**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>La Brea Avenue</b>	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	3/12/19									
1	East-West Street:	<b>Jefferson Boulevard</b>	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	R Lu	Project:	Rancho Cienega Rec. Ctr.									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4			4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	165	1	165	0	165	165	0	170	1	170	0	170	1	170	0	170	1	170
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1627	2	628	7	1634	631	114	1790	2	685	7	1797	2	688	0	1797	2	688
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	257	0	257	2	259	259	0	265	0	265	2	267	0	267	0	267	0	267
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	49	1	49	2	51	51	0	50	1	50	2	52	1	52	0	52	1	52
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1526	2	522	2	1528	523	105	1677	2	573	2	1679	2	573	0	1679	2	573
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	40	0	40	0	40	40	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	73	1	73	0	73	73	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	570	2	285	0	570	285	146	733	2	367	0	733	2	367	0	733	2	367
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	397	1	232	0	397	232	5	414	1	244	0	414	1	244	0	414	1	244
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	427	1	427	0	427	427	0	440	1	440	0	440	1	440	0	440	1	440
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	433	1	241	0	433	241	167	613	1	331	0	613	1	331	0	613	1	331
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	48	0	48	0	48	48	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 687 East-West: 712 SUM: 1399			North-South: 688 East-West: 712 SUM: 1400			North-South: 743 East-West: 807 SUM: 1550					North-South: 743 East-West: 807 SUM: 1550					North-South: 743 East-West: 807 SUM: 1550	
VOLUME/CAPACITY (V/C) RATIO:				1.017			1.018					1.127					1.127		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.917			0.918					1.027					1.027		
LEVEL OF SERVICE (LOS):				<b>E</b>			<b>E</b>					<b>F</b>					<b>F</b>		

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.001**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	<b>La Brea Avenue</b>	Year of Count:	2018	Ambient Growth: (%)	1	Conducted by:	KOA Corp	Date:	3/12/19									
<b>2</b>	East-West Street:	<b>Obama Blvd</b>	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	R Lu	Project:	Rancho Cienega Rec. Ctr.									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4			4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 0 WB-- 3			NB-- 0 SB-- 3 EB-- 0 WB-- 3			NB-- 0 SB-- 3 EB-- 0 WB-- 3											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	141	141	0	145	1	145	0	145	1	145	0	145	1	145
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1489	2	503	0	1489	504	0	1534	2	519	0	1534	2	519	0	1534	2	519
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	21	0	21	1	22	22	0	22	0	22	1	23	0	23	0	23	0	23
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	223	1	223	2	225	225	102	332	1	332	2	334	1	334	0	334	1	334
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1368	3	456	0	1368	456	0	1409	3	470	0	1409	3	470	0	1409	3	470
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	174	1	0	0	174	0	0	179	1	0	0	179	1	0	0	179	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	222	1	222	0	222	222	0	229	1	229	0	229	1	229	0	229	1	229
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	469	2	188	1	470	189	82	565	2	221	1	566	2	222	0	566	2	222
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	96	0	96	0	96	96	0	99	0	99	0	99	0	99	0	99	0	99
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	187	1	187	0	187	187	0	193	1	193	0	193	1	193	0	193	1	193
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	979	2	490	0	979	490	69	1078	2	539	0	1078	2	539	0	1078	2	539
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	556	1	333	7	563	338	86	659	1	327	7	666	1	332	0	666	1	332
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 726 East-West: 712 SUM: 1438			North-South: 729 East-West: 712 SUM: 1441			North-South: 851 East-West: 768 SUM: 1619			North-South: 853 East-West: 768 SUM: 1621			North-South: 853 East-West: 768 SUM: 1621					
VOLUME/CAPACITY (V/C) RATIO:				1.046			1.048			1.177			1.179			1.179			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.946			0.948			1.077			1.079			1.079			
LEVEL OF SERVICE (LOS):				E			E			F			F			F			

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.002**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **0.002**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	<b>North-South Street:</b>	<b>La Brea Avenue</b>	<b>Year of Count:</b>	<b>2018</b>	<b>Ambient Growth: (%):</b>	<b>1</b>	<b>Conducted by:</b>	<b>KOA Corp</b>	<b>Date:</b>	<b>3/12/19</b>									
<b>2</b>	<b>East-West Street:</b>	<b>Obama Blvd</b>	<b>Projection Year:</b>	<b>2021</b>	<b>Peak Hour:</b>	<b>PM</b>	<b>Reviewed by:</b>	<b>R Lu</b>	<b>Project:</b>	<b>Rancho Cienega Rec. Ctr.</b>									
<b>No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</b>		4	4	4	4	4	4	4	4	4									
<b>Right Turns: FREE-1, NRTOR-2 or OLA-3?</b>		NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3									
<b>ATSAC-1 or ATSAC+ATCS-2?</b>		2	2	2	2	2	2	2	2	2									
<b>Override Capacity</b>		0	0	0	0	0	0	0	0	0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	83	1	83	0	83	83	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	1394	2	484	0	1394	484	0	1436	2	499	0	1436	2	499	0	1436	2	499
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	60	0	60	0	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	277	1	277	2	279	279	105	390	1	390	2	392	1	392	0	392	1	392
	Left-Through		0							0				0				0	
	Through	1785	3	595	0	1785	595	0	1839	3	613	0	1839	3	613	0	1839	3	613
	Through-Right		0							0				0				0	
	Right	287	1	0	0	287	0	0	296	1	0	0	296	1	0	0	296	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	361	1	361	0	361	361	0	372	1	372	0	372	1	372	0	372	1	372
	Left-Through		0							0				0				0	
	Through	941	2	340	0	941	340	84	1054	2	378	0	1054	2	378	0	1054	2	378
	Through-Right		1							1				1				1	
	Right	78	0	78	0	78	78	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	274	1	274	1	275	275	0	282	1	282	1	283	1	283	0	283	1	283
	Left-Through		0							0				0				0	
	Through	712	2	356	1	713	357	91	825	2	413	1	826	2	413	0	826	2	413
	Through-Right		0							0				0				0	
	Right	253	1	0	7	260	0	114	375	1	0	7	382	1	0	0	382	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 761 <i>East-West:</i> 717 <b>SUM:</b> 1478	<i>North-South:</i> 763 <i>East-West:</i> 718 <b>SUM:</b> 1481	<i>North-South:</i> 889 <i>East-West:</i> 785 <b>SUM:</b> 1674	<i>North-South:</i> 891 <i>East-West:</i> 785 <b>SUM:</b> 1676	<i>North-South:</i> 891 <i>East-West:</i> 785 <b>SUM:</b> 1676													
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		1.075	1.077	1.217	1.219	1.219													
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		<b>0.975</b>	<b>0.977</b>	<b>1.117</b>	<b>1.119</b>	<b>1.119</b>													
<b>LEVEL OF SERVICE (LOS):</b>		<b>E</b>	<b>E</b>	<b>F</b>	<b>F</b>	<b>F</b>													

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.002**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **0.002**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	<b>MLK, Jr. Boulevard</b>	Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>1</b>	Conducted by:	<b>KOA Corp</b>	Date:	<b>3/12/19</b>									
<b>3</b>	East-West Street:	<b>Obama Blvd</b>	Projection Year:	<b>2021</b>	Peak Hour:	<b>AM</b>	Reviewed by:	<b>R Lu</b>	Project:	<b>Rancho Cienega Rec. Ctr.</b>									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2			2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			2								
Override Capacity		0			0			0			0								
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1202	3	421	2	1204	421	154	1392	3	487	2	1394	3	488	0	1394	3	488
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	52	1	45	2	54	47	0	54	1	47	2	56	1	49	0	56	1	49
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	332	1	283	4	336	284	0	342	1	342	4	346	1	346	0	346	1	346
	Through-Right	0	1	0	0	0	0	184	717	1	0	0	717	1	0	0	717	1	0
	Right	517	1	0	0	517	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	668	2	334	5	673	337	0	688	2	344	5	693	2	347	0	693	2	347
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 421		North-South: 421		North-South: 487		North-South: 488		North-South: 488		North-South: 488		North-South: 488		North-South: 488		North-South: 488	
		East-West: 334		East-West: 337		East-West: 357		East-West: 361		East-West: 361		East-West: 361		East-West: 361		East-West: 361		East-West: 361	
		SUM: 755		SUM: 758		SUM: 844		SUM: 849		SUM: 849		SUM: 849		SUM: 849		SUM: 849		SUM: 849	
VOLUME/CAPACITY (V/C) RATIO:		0.503		0.505		0.563		0.566		0.566		0.566		0.566		0.566		0.566	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.403		0.405		0.463		0.466		0.466		0.466		0.466		0.466		0.466	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.002**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **0.003**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	<b>MLK, Jr. Boulevard</b>	Year of Count:	2018	Ambient Growth: (%)	1	Conducted by:	KOA Corp	Date:	3/12/19										
<b>3</b>	East-West Street:	<b>Obama Blvd</b>	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	R Lu	Project:	Rancho Cienega Rec. Ctr.										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0												
ATSAC-1 or ATSAC+ATCS-2?		2			2			2												
Override Capacity		0			0			0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	614	3	215	0	614	215	205	838	3	293	0	838	3	293	0	838	3	293	
	Left-Through		0							0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0								0				0				0	
	Right	79	1	37	0	79	37	0	81	1	38	0	81	1	38	0	81	1	38	
	Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0							0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0				0				0		
	Through	585	1	499	2	587	499	0	603	1	577	2	605	1	578	0	605	1	578	
	Through-Right		1							1				1				1		
	Right	911	1	0	0	911	0	190	1129	1	0	0	1129	1	0	0	1129	1	0	
	Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0		
WESTBOUND	Left	84	1	84	0	84	84	0	87	1	87	0	87	1	87	0	87	1	87	
	Left-Through		0							0				0				0		
	Through	717	2	359	9	726	363	0	739	2	370	9	748	2	374	0	748	2	374	
	Through-Right		0							0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0		
CRITICAL VOLUMES		North-South: 215		North-South: 215		North-South: 293		North-South: 293		North-South: 293		North-South: 293		North-South: 293		North-South: 293		North-South: 293		
		East-West: 583		East-West: 583		East-West: 664		East-West: 664		East-West: 665		East-West: 665		East-West: 665		East-West: 665		East-West: 665		
		SUM: 798		SUM: 798		SUM: 957		SUM: 957		SUM: 958		SUM: 958		SUM: 958		SUM: 958		SUM: 958		
VOLUME/CAPACITY (V/C) RATIO:				0.532				0.638				0.639				0.639				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.432				0.538				0.539				0.539				
LEVEL OF SERVICE (LOS):				A				A				A				A				

REMARKS:

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **0.001**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 4	North-South Street:	<b>Farmdale Avenue</b>			Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>1</b>		Conducted by:	<b>KOA Corp</b>			Date:	<b>3/12/19</b>											
	East-West Street:	<b>Obama Blvd</b>			Projection Year:	<b>2021</b>		Peak Hour:	<b>AM</b>		Reviewed by:	<b>R Lu</b>			Project:	<b>Rancho Cienega Rec. Ctr.</b>											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3					3				3																
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1					1				1																
ATSAC-1 or ATSAC+ATCS-2?		2					2				2																
Override Capacity		0					0				0																
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION											
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume								
<b>NORTHBOUND</b>	↵ Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13								
	↵↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
	→ Through	10	0	77	0	10	77	0	10	0	79	0	10	0	79	0	10	0	79								
	↘ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
	→ Right	54	0	0	0	54	0	0	56	0	0	0	56	0	0	0	56	0	0								
	↵↔↘ Left-Through-Right	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0								
↘↔ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
<b>SOUTHBOUND</b>	↵ Left	88	0	88	0	88	88	0	91	0	91	0	91	0	91	0	91	0	91								
	↵↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	→ Through	6	0	162	0	6	167	0	6	0	167	0	6	0	172	0	6	2	6								
	↘ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	→ Right	68	0	0	5	73	0	0	70	0	0	5	75	0	0	0	75	1	75								
	↵↔↘ Left-Through-Right	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0								
↘↔ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
<b>EASTBOUND</b>	↵ Left	61	1	61	0	61	61	0	63	1	63	0	63	1	63	0	63	1	63								
	↵↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	→ Through	277	1	140	2	279	141	0	285	1	144	2	287	1	145	0	287	1	145								
	↘ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0									
	→ Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3								
	↵↔↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
↘↔ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
<b>WESTBOUND</b>	↵ Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11								
	↵↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	→ Through	609	1	422	4	613	424	0	627	1	434	4	631	1	436	0	631	1	436								
	↘ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0									
	→ Right	234	0	234	0	234	234	0	241	0	241	0	241	0	241	0	241	0	241								
	↵↔↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
↘↔ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
<b>CRITICAL VOLUMES</b>		North-South:		239	North-South:		244	North-South:		246	North-South:		251	North-South:		1027	East-West:		884								
		East-West:		483	East-West:		485	East-West:		497	East-West:		499	East-West:		884	SUM:		1911								
		SUM:		722	SUM:		729	SUM:		743	SUM:		750	SUM:		1911											
VOLUME/CAPACITY (V/C) RATIO:								0.507				0.512				0.521				0.526				0.000			
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.407				0.412				0.421				0.426				0.000			
LEVEL OF SERVICE (LOS):								<b>A</b>				<b>A</b>				<b>A</b>				<b>A</b>				<b>0</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.005**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.421**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Farmdale Avenue</b>	Year of Count: <b>2018</b>	Ambient Growth (%): <b>1</b>	Conducted by: <b>KOA Corp</b>	Date: <b>3/12/19</b>																
<b>4</b>	East-West Street: <b>Obama Blvd</b>	Projection Year: <b>2021</b>	Peak Hour: <b>PM</b>	Reviewed by: <b>R Lu</b>	Project: <b>Rancho Cienega Rec. Ctr.</b>																
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>3</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>1</b> ATSA-1 or ATSA+ATCS-2? <b>0</b> Override Capacity <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>																
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>		<b>EXISTING PLUS PROJECT</b>		<b>FUTURE CONDITION W/O PROJECT</b>		<b>FUTURE CONDITION W/ PROJECT</b>		<b>FUTURE W/ PROJECT W/ MITIGATION</b>											
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
<b>NORTHBOUND</b>	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6		
	Left-Through																				
	Through	1	0	36	0	1	36	0	1	0	37	0	1	0	37	0	1	0	37		
	Through-Right																				
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0		
	Left-Through-Right																				
Left-Right																					
<b>SOUTHBOUND</b>	Left	137	0	137	0	137	137	0	141	0	141	0	141	0	141	0	141	0	141		
	Left-Through																				
	Through	8	0	416	0	8	418	0	8	0	428	0	8	0	430	0	8	2	8		
	Through-Right																				
	Right	271	0	0	2	273	0	0	279	0	0	2	281	0	0	0	281	1	281		
	Left-Through-Right																				
Left-Right																					
<b>EASTBOUND</b>	Left	56	1	56	0	56	56	0	58	1	58	0	58	1	58	0	58	1	58		
	Left-Through																				
	Through	520	1	264	6	526	267	0	536	1	272	6	542	1	275	0	542	1	275		
	Through-Right																				
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7		
	Left-Through-Right																				
Left-Right																					
<b>WESTBOUND</b>	Left	10	1	10	0	10	10	0	10	1	10	0	10	1	10	0	10	1	10		
	Left-Through																				
	Through	514	1	281	2	516	282	0	530	1	289	2	532	1	290	0	532	1	290		
	Through-Right																				
	Right	47	0	47	0	47	47	0	48	0	48	0	48	0	48	0	48	0	48		
	Left-Through-Right																				
Left-Right																					
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 452		<i>North-South:</i> 454		<i>North-South:</i> 465		<i>North-South:</i> 467		<i>North-South:</i> 1091		<i>East-West:</i> 337		<i>East-West:</i> 338		<i>East-West:</i> 347		<i>East-West:</i> 348		<i>East-West:</i> 647	
		<i>SUM:</i> 789		<i>SUM:</i> 792		<i>SUM:</i> 812		<i>SUM:</i> 815		<i>SUM:</i> 1738											
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.554		0.556		0.570		0.572		0.000											
<b>V/C LESS ATSA/ATCS ADJUSTMENT:</b>		<b>0.454</b>		<b>0.456</b>		<b>0.470</b>		<b>0.472</b>		<b>0.000</b>											
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>0</b>											

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.002**  
 Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.470**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 5	North-South Street:	<b>Crenshaw Boulevard</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>1</b>		Conducted by:	<b>KOA Corp</b>		Date:	<b>3/12/19</b>					
	East-West Street:	<b>Obama Blvd</b>		Projection Year:	<b>2021</b>		Peak Hour:	<b>AM</b>		Reviewed by:	<b>R Lu</b>		Project:	<b>Rancho Cienega Rec. Ctr.</b>					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2				
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	963	1	493	0	963	493	429	1421	1	723	0	1421	1	723	0	1421	1	723
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>SOUTHBOUND</b>	Left	69	1	69	0	69	69	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	831	1	485	0	831	487	515	1371	1	757	0	1371	1	759	0	1371	1	759
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	139	0	139	3	142	142	0	143	0	143	3	146	0	146	0	146	0	146
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	Left	113	1	113	2	115	115	0	116	1	116	2	118	1	118	0	118	1	118
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	286	1	158	0	286	158	0	295	1	163	0	295	1	163	0	295	1	163
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	Left	111	1	111	0	111	111	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	486	1	421	2	488	422	0	501	1	434	2	503	1	435	0	503	1	435
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	356	0	356	0	356	356	0	367	0	367	0	367	0	367	0	367	0	367
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 562		<i>North-South:</i> 562		<i>North-South:</i> 794		<i>North-South:</i> 794		<i>North-South:</i> 794		<i>North-South:</i> 794		<i>North-South:</i> 794					
		<i>East-West:</i> 534		<i>East-West:</i> 537		<i>East-West:</i> 550		<i>East-West:</i> 550		<i>East-West:</i> 553		<i>East-West:</i> 553		<i>East-West:</i> 553					
		<i>SUM:</i> 1096		<i>SUM:</i> 1099		<i>SUM:</i> 1344		<i>SUM:</i> 1344		<i>SUM:</i> 1347		<i>SUM:</i> 1347		<i>SUM:</i> 1347					
VOLUME/CAPACITY (V/C) RATIO:		0.769		0.771		0.943		0.943		0.945		0.945		0.945					
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.669</b>		<b>0.671</b>		<b>0.843</b>		<b>0.843</b>		<b>0.845</b>		<b>0.845</b>		<b>0.845</b>					
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>					

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.002**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **0.002**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 5	North-South Street:	<b>Crenshaw Boulevard</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>1</b>		Conducted by:	<b>KOA Corp</b>		Date:	<b>3/12/19</b>							
	East-West Street:	<b>Obama Blvd</b>		Projection Year:	<b>2021</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>R Lu</b>		Project:	<b>Rancho Cienega Rec. Ctr.</b>							
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3				3						3							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 2 WB-- 2		NB-- 0 SB-- 0 EB-- 2 WB-- 2		NB-- 0 SB-- 0 EB-- 2 WB-- 2		NB-- 0 SB-- 0 EB-- 2 WB-- 2		NB-- 0 SB-- 0 EB-- 2 WB-- 2		NB-- 0 SB-- 0 EB-- 2 WB-- 2		NB-- 0 SB-- 0 EB-- 2 WB-- 2		NB-- 0 SB-- 0 EB-- 2 WB-- 2					
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2					
Override Capacity				0				0				0				0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
<b>NORTHBOUND</b>	↵	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52	
	↵↵	Left-Through		0							0				0				0		
	↵↵↵	Through	893	1	463	0	893	463	574	1494	1	764	0	1494	1	764	0	1494	1	764	
	↵↵↵↵	Through-Right		1							1				1				1		
	↵↵↵↵↵	Right	32	0	32	0	32	32	0	33	0	33	0	33	0	33	0	33	0	33	
	↵↵↵↵↵↵	Left-Through-Right		0							0				0				0		
↵↵↵↵↵↵↵	Left-Right		0							0				0				0			
<b>SOUTHBOUND</b>	↵	Left	89	1	89	0	89	89	0	92	1	92	0	92	1	92	0	92	1	92	
	↵↵	Left-Through		0							0				0				0		
	↵↵↵	Through	1090	1	597	2	1092	599	528	1651	1	879	2	1653	1	881	0	1653	1	881	
	↵↵↵↵	Through-Right		1							1				1				1		
	↵↵↵↵↵	Right	103	0	103	2	105	105	0	106	0	106	2	108	0	108	0	108	0	108	
	↵↵↵↵↵↵	Left-Through-Right		0							0				0				0		
↵↵↵↵↵↵↵	Left-Right		0							0				0				0			
<b>EASTBOUND</b>	↵	Left	200	1	200	3	203	203	0	206	1	206	3	209	1	209	0	209	1	209	
	↵↵	Left-Through		0							0				0				0		
	↵↵↵	Through	461	1	257	2	463	259	0	475	1	265	2	477	1	267	0	477	1	267	
	↵↵↵↵	Through-Right		1							1				1				1		
	↵↵↵↵↵	Right	53	0	53	2	55	55	0	55	0	55	2	57	0	57	0	57	0	57	
	↵↵↵↵↵↵	Left-Through-Right		0							0				0				0		
↵↵↵↵↵↵↵	Left-Right		0							0				0				0			
<b>WESTBOUND</b>	↵	Left	57	1	57	0	57	57	0	59	1	59	0	59	1	59	0	59	1	59	
	↵↵	Left-Through		0							0				0				0		
	↵↵↵	Through	341	1	217	0	341	217	0	351	1	223	0	351	1	223	0	351	1	223	
	↵↵↵↵	Through-Right		1							1				1				1		
	↵↵↵↵↵	Right	92	0	92	0	92	92	0	95	0	95	0	95	0	95	0	95	0	95	
	↵↵↵↵↵↵	Left-Through-Right		0							0				0				0		
↵↵↵↵↵↵↵	Left-Right		0							0				0				0			
<b>CRITICAL VOLUMES</b>		North-South: 647 East-West: 417 SUM: 1064		North-South: 649 East-West: 420 SUM: 1069		North-South: 931 East-West: 429 SUM: 1360		North-South: 933 East-West: 432 SUM: 1365		North-South: 933 East-West: 432 SUM: 1365		North-South: 933 East-West: 432 SUM: 1365									
VOLUME/CAPACITY (V/C) RATIO:				0.747				0.750				0.954				0.958				0.958	
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.647</b>				<b>0.650</b>				<b>0.854</b>				<b>0.858</b>				<b>0.858</b>	
LEVEL OF SERVICE (LOS):				<b>B</b>				<b>B</b>				<b>D</b>				<b>D</b>				<b>D</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**EXISTING + PROJECT IMPACT**

Change in v/c due to project: **0.003**  
 Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **0.004**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**



**Final Environmental Impact Report  
SCH No. 2018061048**

**Rancho Cienega Celes King III  
Pool Demolition Project**



**City of Los Angeles**



**Department of  
Recreation and Parks**



**Bureau of Engineering  
Environmental  
Management Group**

**August 2019**



**Final Environmental Impact Report**  
**Rancho Cienega Celes King III Pool Demolition Project**  
*State Clearinghouse No.: 2018061048*

*Prepared for:*

City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600  
Los Angeles, California 90015

*Prepared by:*

**AECOM**

300 South Grand Avenue, 8th Floor  
Los Angeles, California 90071

August 2019



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## **1.0 INTRODUCTION**

This Environmental Impact Report (EIR) has been prepared by the City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) to evaluate potential environmental effects that would result from development of the proposed Rancho Cienega Celes King III Pool Demolition Project (proposed project). This EIR has been prepared in conformance with the *California Environmental Quality Act of 1970* (CEQA) statutes (California Public Resources Code Section 2100 et. seq., as amended) and its implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq., 2018). BOE is identified as the lead agency for the proposed project under CEQA. This Final EIR contains comments and responses to comments received on the Draft EIR, which was circulated for public review from March 28, 2019 to May 13, 2019. Revisions and clarifications to the Final EIR made in response to comments and information received on the Draft EIR are listed in Chapter 2, Clarifications and Modifications. The comments and responses to comments are presented in Chapter 3, Response to Comments on the Draft EIR.

### **1.1 SUMMARY OF THE PROPOSED PROJECT**

The existing Celes King III Pool no longer meets the standards for competition pools. Additionally, due to its age, the existing pool building was constructed with materials that are deemed hazardous, including asbestos and lead based paint. Thus, the overall purpose of the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. The proposed project would conduct required hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures. Construction of the proposed project would last for approximately 12 months.

### **1.2 THE CEQA ENVIRONMENTAL PROCESS**

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of a proposed project. The EIR process is intended to facilitate the evaluation of potentially significant direct, indirect, and cumulative environmental impacts of a proposed project, and to identify feasible mitigation measures and alternatives that might reduce or avoid the project's significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to remain significant after the application of mitigation measures.

#### **1.2.1 Notice of Preparation and Initial Study**

In accordance with the CEQA Guidelines, an Initial Study was prepared and a Notice of Preparation (NOP) was distributed on June 21, 2018, to approximately 650 public agencies, interested organizations, members of the general public, and adjacent residents in the project area. Additionally, copies of the NOP were posted at the project site at the Celes King III Pool building and at the Ira C. Massey Child Care Center. The purpose of the NOP was to provide notification that BOE planned to prepare an EIR for the proposed project and to solicit input on the scope and content of the EIR. Seven written comment letters were received from various

agencies. The Initial Study, NOP, and these comment letters are included in Appendix A to this EIR.

A scoping meeting was held near the project site at the Ira C. Massey Childcare Center in the Rancho Cienega Sports Complex in Los Angeles on June 28, 2018. The purpose of this meeting was to seek input from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project to be addressed in the EIR. Approximately 60 people attended the public scoping meeting.

The following list summarizes the public comments and questions that were received during the NOP comment period and at the scoping meeting related to environmental issues:

- **Public Noticing.** Notices should be posted at the pool building. (Refer to discussion of NOP distribution above)
- **Construction Timeline.** A description of the timeline for the demolition of the Celes King III Pool building as it relates to construction of the *Rancho Cienega Sports Complex Project* components should be discussed. (See Chapter 2, Project Description, in the Draft EIR)
- **Air Quality.** Potential construction-related air quality impacts to district students and school staff should be considered. (See Section 3.1, Air Quality, in the Draft EIR)
- **Hazardous Materials.** Potential hazards in the soils and underneath the existing pool foundation should be discussed. (See Section 3.4, Hazards and Hazardous Materials, in the Draft EIR)
- **Noise.** Construction noise impacts to students and school staff should be analyzed. (See Section 3.5, Noise, in the Draft EIR)
- **Transportation and Traffic.** Construction-related traffic should be coordinated with the Los Angeles Unified School District Transportation Branch. Potential impacts related to pedestrian safety for students and school staff should be considered. (See Section 3.6, Transportation and Traffic, in the Draft EIR)
- **Tribal Cultural Resources.** Lead agencies should consult with California Native American tribes and a discussion of impacts to tribal cultural resources should be included. (See Section 3.7, Tribal Cultural Resources, in the Draft EIR)

### 1.2.2 Notice of Availability and Draft EIR

This EIR focuses on the environmental impacts identified as potentially significant during the Initial Study process, including the comments received in response to the NOP. The issue areas analyzed in detail in this EIR include air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, transportation and traffic, and tribal cultural resources. Effects not found to be significant are addressed in Section 4.2 of Chapter 4, Impact Overview, of the Draft EIR.

This Draft EIR was circulated for 45 days for public review and comment. The timeframe of the public review period was identified in the Notice of Availability attached to the Draft EIR. The public review period was conducted pursuant to CEQA and its implementing guidelines. The

purpose of the public review period was to provide interested public agencies, organizations, and individuals the opportunity to comment on the contents and accuracy of the document. The Draft EIR and Notice of Completion were distributed to the California Office of Planning and Research, State Clearinghouse. A notice of availability (NOA) was distributed to approximately 76 relevant legislators, agencies, and community stakeholders, and approximately 624 individuals. The NOA informed them of where the Draft EIR could be reviewed and how to submit comments. Copies of the Draft EIR were made available to the public for review at two local libraries, a local council district office, and the BOE office. An electronic copy of the document was also posted online on BOE's website.

A public meeting was held during the Draft EIR public review period to solicit comments from interested parties on the content of the Draft EIR. Information regarding the public meeting was included in the NOA, which was widely distributed, as described above, and a posting in the Los Angeles Times newspaper on March 28, 2019. The public meeting was held on April 11, 2019, at the Ira C. Massey Child Care Center in the Rancho Cienega Sports Complex. Approximately 13 individuals attended the Draft EIR public meeting.

### **1.3 FINAL EIR**

The Final EIR contains comments and responses to comments received on the Draft EIR. Revisions and clarifications made in the response to comments and information received on the Draft EIR are listed in Chapter 2, Clarifications and Modifications. The comments and responses to comments are presented in Chapter 3, Responses to Comments on the Draft EIR.

Prior to approval of the proposed project, the City, as the lead agency and decision-making entity for the project, is required to certify that this EIR has been completed in accordance with CEQA, that the EIR reflects the independent judgment of the lead agency, and that the information in this EIR has been considered during the review of the project. CEQA also requires the City to adopt "findings" with respect to each significant environmental effect identified in the EIR (California Public Resources Code Section 21081; California Code of Regulations., Title 14, Section 15091). For each significant effect, CEQA requires the approving agency to make one or more of the following findings:

- Alterations have been made to avoid or substantially lessen significant impacts identified in the Final EIR.
- The responsibility to carry out such changes or alterations is under the jurisdiction of another agency.
- Specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or project alternatives identified in the Final EIR.

If the City concludes that the proposed project would result in significant effects that have been identified in this EIR but cannot be substantially lessened or avoided by feasible mitigation measures, it must adopt a "statement of overriding considerations" in order to approve the project (California Public Resources Code Section 21081[b]). Such statements are intended under CEQA to provide a means by which the lead agency balances, in writing, the benefits of the proposed project with the significant and unavoidable environmental impacts. Where the lead agency concludes that the economic, legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts "acceptable" and approve the proposed project.

In addition, the City must also adopt a Mitigation Monitoring and Reporting Program describing the changes that were incorporated into the project or made a condition of approval in order to mitigate or avoid significant effects on the environment (California Public Resources Code Section 21081.6). The Mitigation Monitoring and Reporting Program is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project or an alternative to the proposed project, the lead agency will be responsible for the implementation of the Mitigation Monitoring and Reporting Program.

## **1.4 ORGANIZATION OF THE EIR**

This Final EIR is organized as follows:

**Chapter 1 (Introduction)** provides a summary of the proposed project, an overview of the CEQA environmental review process, and a description of the organization of the Final EIR.

**Chapter 2 (Clarifications and Modifications)** provides a detailed description of all clarifications and modifications that were made to the text or graphics of the Draft EIR. Clarifications and modifications reflect changes made to the proposed project, analysis, or mitigation due to editorial changes or as a result of a comment made by an agency or individual during the public review period. These clarifications and modifications do not constitute significant new information and do not change any of the conclusions of the document. This chapter also reflects changes necessary to combine the Draft EIR into this Final EIR.

**Chapter 3 (Response to Comments on the Draft EIR)** provides a list of agencies, organizations, and individuals commenting on the Draft EIR, copies of the written and oral comments received during the Draft EIR public comment period, and the lead agency responses to those comments.

## 2.0 CLARIFICATIONS AND MODIFICATIONS

The following clarifications and modifications are intended to update the Draft EIR in response to the comments received during the public review period. The following clarifications and modifications also show revisions made to convert the Draft EIR into this Final EIR; a single document that encompasses the final impact analysis for the proposed project. None of these revisions made to the Draft EIR have resulted in new significant impacts or mitigation measures, nor has the severity of an impact increased. None of the criteria for recirculation have been met.

<b><u>Page</u></b>	<b><u>Clarification/Revision</u></b>
--------------------	--------------------------------------

2-8	<i>In response to Comment 1-2, a project design feature has been clarified to reflect the emissions standards of construction equipment required by the proposed project. As such, the project design feature has been added to the list of Construction Best Management Practices on this page:</i>
-----	--

- e. Temporary drainage inlet protection; and
- f. Diversion dikes and interceptor swales.

- The proposed project would comply with the Regional Water Quality Control Board's National Pollutant Discharge Elimination System.
- The proposed project construction would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance.
- The construction contractor would use off-road construction diesel engines that meet, at a minimum, the Tier 4 California Emissions Standards, unless such an engine is not available for a particular item of equipment. Tier 3 engines will be allowed on a case-by-case basis when the contractor has documented that no Tier 4 equipment or emissions equivalent retrofit equipment is available for a particular equipment type that must be used to complete construction.

Construction activities would comply with the City's Municipal Noise Ordinance, and construction work hours would be limited to between 7:00 a.m. and 9:00 p.m., Monday through Friday.

3.4-8	<i>An editorial change has been made to correct a typographical error in the first paragraph on this page. As such, the first sentence on this page is modified as follows:</i>
-------	---

Implementation of Mitigation Measure HAZ-1 would ensure that ~~demolition~~-demolition and construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or by emitting hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant with implementation of Mitigation Measure HAZ-1.

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### 3.0 RESPONSE TO COMMENTS ON THE DRAFT EIR

The Draft EIR was distributed for public review on March 28, 2019 through May 13, 2019, pursuant to CEQA Guidelines Section 15105. A total of seven (7) comment letters were received. According to CEQA Guidelines Section 15088(a), “the lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response.” This chapter provides response to written environmental comments received during and after the public comment period, as well as oral environmental comments received during the Draft EIR public meeting.

This chapter is organized into two parts: 1) responses to written comments received during the public review period, and 2) responses to oral comments received at the Draft EIR public meeting. Written responses are presented for all comment letters received during the public review period, starting with comment letters from agencies and organizations, followed by the comment letters from individuals. The responses to the oral comments received at the Draft EIR public meeting are provided at the end of this chapter.

Each letter has been assigned a number code, and individual comments in each letter have also been coded to facilitate responses. For example, the letter from South Coast Air Quality Management District is identified at Comment Letter 1, with comments noted as 1-1, 1-2, etc. Copies of each comment letter are provided prior to each response. Comments that present opinions about the project or that raise issues not directly related to the substance of the environmental analysis in the Draft EIR are noted but, in accordance with CEQA, did not receive a detailed response. In response to some of the comments received, the text of the EIR has been revised. Refer to Chapter 2, Clarifications and Modifications, for a list of these changes.

### 3.1 RESPONSES TO WRITTEN COMMENTS RECEIVED THAT ADDRESS ENVIRONMENTAL ISSUES RAISED IN THE EIR

Table 3-1  
List of Comment Letters on Draft EIR

Letter No.	Agency/Organization/Individual	Date of Letter	Page # of Response
<b>Agencies</b>			
1	South Coast Air Quality Management District <i>Signed: Lijin Sun</i>	May 10, 2019	3-5
2	California Department of Transportation <i>Signed: Miya Edmonson</i>	May 13, 2019	3-7
3	State of California Governor’s Office of Planning and Research, State Clearinghouse <i>Signed: Scott Morgan</i>	May 14, 2019	3-10
4	California Department of Toxic Substances Control <i>Signed: Pete Cooke</i>	June 3, 2019*	3-13
5	State of California Governor’s Office of Planning and Research, State Clearinghouse <i>Signed: Scott Morgan</i>	June 11, 2019*	3-18



**Table 3-1**  
**List of Comment Letters on Draft EIR**

6	City of Los Angeles Sanitation and Environment, Wastewater Engineering Services Division <i>Signed: Ali Poosti</i>	July 30, 2019*	3-20
<b><i>Organizations</i></b>			
7	Gabrielino Band of Mission Indians – Kizh Nation <i>Signed: Andrew Salas</i>	April 12, 2019	3-22
<b><i>Individuals</i></b>			
8	Bradshaw, Jesse	April 11, 2019	3-24

\* Denotes late comment letter.

Comment Letter No. 1



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:

May 10, 2019

[Shokoufe.Marashi@lacity.org](mailto:Shokoufe.Marashi@lacity.org)

Shokoufe Marashi, Environmental Supervisor I  
City of Los Angeles, Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600, Mail Stop 939  
Los Angeles, CA 90015

**Draft Environmental Impact Report (Draft EIR) for the Proposed Rancho Cienega Celes King III Pool Demolition Project (SCH No.: 2018061048)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

South Coast AQMD Staff’s Summary of Project Description

The Lead Agency proposes to demolish the existing Celes King III Pool and associated structures, infill the pool pit, grade the site, and install utilities, a playground, and shade structures on 0.4 acres (Proposed Project). The Proposed Project would export 14,000 cubic yards (cy) of demolition debris and import 1,519 cy of material<sup>1</sup>. The Proposed Project is located at 5001 Obama Boulevard on the northeast corner of Obama Boulevard and West Martin Luther King Jr. Boulevard in the community of West Adams-Baldwin Hills-Leimert. Construction of the Proposed Project is expected to occur over 12 months, beginning in December 2020<sup>2</sup>.

1-1

South Coast AQMD Staff’s Summary of Air Quality

In the Air Quality Analysis section, the Lead Agency quantified the Proposed Project’s construction emissions and compared those emissions to South Coast AQMD’s recommended regional and localized air quality CEQA significance thresholds for construction. Because equipment used for the demolition and construction activities for another project, Phase I of the Rancho Cienega Sports Complex Project (SCH No.: 2016031012)<sup>3</sup>, would already be on site, and Tier 4 Final construction equipment was required per Mitigation Measure AQ-1 for that project, the Lead Agency assumed the use of Tier 4 Final construction equipment for this Proposed Project to quantify the Proposed Project’s construction emissions<sup>4</sup>. Subsequently, the Lead Agency found that the Proposed Project’s construction emissions would not exceed South Coast AQMD’s regional or localized air quality CEQA significance thresholds.

<sup>1</sup> Draft EIR. Page 2-6.

<sup>2</sup> *Ibid.*

<sup>3</sup> Governor’s Office of Planning and Research. CEQAnet Web Portal. Searched May 7, 2019. Accessed at: <https://ceqanet.opr.ca.gov/Project/2016031012>. Based on a search, South Coast AQMD staff found that the Lead Agency adopted a Mitigated Negative Declaration and filed a Notice of Determination for the Rancho Cienega Sports Complex Project on December 20, 2016.

<sup>4</sup> Draft EIR. Page 3.1-18.

Shokoufe Marashi

2

May 10, 2019

South Coast AQMD Staff's Comments*Enforceability of Tier 4 Final Construction Equipment*

South Coast AQMD staff recommends that the Lead Agency include Tier 4 Final construction equipment as an express requirement for the Proposed Project in the Final EIR to be consistent with the air quality modeling assumption. As stated above, the Tier 4 Final construction equipment was a modeling assumption used in CalEEMod to calculate the Proposed Project's construction emissions as substantial evidence to support the findings that the Proposed Project's regional and localized construction emissions would be less than significant. While it is reasonable to assume that Tier 4 Final construction equipment would be available since they are already on-site for the other project, using Tier 4 Final construction equipment is not enforceable unless the Lead Agency expressly requires the use. Therefore, to ensure that Tier 4 Final construction equipment will be used during the entire 12-month construction period for the Proposed Project, and to be consistent with the modeling assumption, South Coast AQMD staff recommends that the Lead Agency include the use of Tier 4 Final construction equipment as a project design feature or a mitigation measure in the Air Quality Section of the Final EIR and include this requirement for Air Quality in the Mitigation Monitoring and Reporting Program (MMRP). The Lead Agency should also include this requirement in applicable bid documents, and that successful contractor(s) must demonstrate the ability to supply compliant equipment prior to the commencement of any construction activities. A copy of each unit's certified tier specification and California Air Resources Board (CARB) or South Coast AQMD operating permit (if applicable) should be available upon request at the time of mobilization of each applicable unit of equipment. Moreover, the Lead Agency should require that the Proposed Project maintain records of all off-road construction equipment at the Proposed Project and make these records available to the Lead Agency upon request. These records will serve as substantial evidence to prove that the Proposed Project utilized off-road construction equipment that meets the Tier 4 emissions standards. The Lead Agency should require periodic reporting and provision of written documentation by contractors to ensure compliance, and conduct regular inspections to the maximum extent feasible to ensure compliance with this requirement.

1-2

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Robert Dalbeck, Assistant Air Quality Specialist, at [RDalbeck@aqmd.gov](mailto:RDalbeck@aqmd.gov) or (909) 396-2139, should you have any questions.

1-3

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development &amp; Area Sources

LS:RD  
 LAC190402-16  
 Control Number

## **Comment Letter 1: South Coast Air Quality Management District**

### **Response 1-1**

The commenter provides an accurate description of the proposed project, and a summary of the air quality analysis in the Draft EIR. This comment does not raise issues regarding the adequacy of the analysis in the Draft EIR. No further response to this comment is required.

### **Response 1-2**

As stated in Section 3.1, Air Quality, of the Draft EIR, the proposed project would result in less than significant impacts related to air quality. Thus, no mitigation measures are required. As part of the Draft EIR, the modeling for construction-related emissions associated with the proposed project includes the use of Tier 4 Final equipment. However, the commenter states that the anticipated use of Tier 4 final construction equipment is not enforceable unless expressly required by the proposed project. The commenter recommends two options to ensure that Tier 4 Final construction equipment will be used during the entire 12-month construction period for the proposed project. The options provided are to include the use of Tier 4 Final construction equipment as a project design feature or as a mitigation measure. In response to the commenter, BOE will include the use of Tier 4 Final construction equipment as a project design feature. BOE will include the requirement for use of Tier 4 Final construction equipment and necessary reporting and records requirements in the applicable bid documents.

The commenter is referred to Chapter 2, Clarifications and Modifications, of this Final EIR, which includes revisions to construction best management practices. As use of Tier 4 Final construction equipment will be included as a project design feature, the second option suggested by the commenter to include it as a mitigation measure would not be required.

### **Response 1-3**

The commenter requests that BOE provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. The South Coast Air Quality Management District is already included in the project mailing list and will be notified of the availability of the Final EIR and related documents, as requested. The commenter also states the agency's comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. As discussed at the beginning of this Chapter, written responses to all comments submitted on the Draft EIR are provided throughout Chapter 3 pursuant to CEQA Guidelines Section 15088(a).

Comment Letter No. 2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 897-0673  
FAX (213) 897-1337  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

May 13, 2019

Ms. Shokoufe Marashi  
City of Los Angeles, Dept. of Public Works  
Bureau of Engineering, Env. Management Group  
1149 South Broadway, Suite 600, Mail Stop 939  
Los Angeles, CA 90015

RE: Rancho Celes King III Pool Demolition Prj.  
Draft Environmental Impact Report (DEIR)  
SCH#2018061048  
GTS #07-LA-2018-02389  
Vic. LA/ 10/ PM R. 10.312

Dear Ms. Marashi:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed project would demolish the Celes King III Pool building and pool and convert the site into a community front lawn and playground area. | 2-1

The nearest State facility to the proposed project is I-10. Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facility. However, for construction traffic, if it is expected to cause delays on the State facility, please submit a truck/traffic construction management plan for Caltrans' review. | 2-2

As a reminder, any transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods. In addition, any work performed within the State Right-of-Way will need an encroachment permit. For information on the Permit process, please contact Caltrans District 7 Office of Permit at (213) 897-3631. | 2-3

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water, and storm water run-off is not permitted to discharge onto State highway facilities. | 2-4

If you have any questions or concerns, please contact project coordinator, Frances Lee at (213) 897-0673 or electronically at [frances.lee@dot.ca.gov](mailto:frances.lee@dot.ca.gov) and refer to GTS#07-LA-2018-02389. | 2-5

Sincerely,

MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

## **Comment Letter 2: California Department of Transportation**

### **Response 2-1**

The commenter provides an accurate description of the proposed project. This comment does not raise issues regarding the adequacy of the analysis in the Draft EIR. No further response to this comment is required.

### **Response 2-2**

The commenter states that they do not expect the proposed project to result in adverse impacts to existing State transportation facilities. The commenter also states that a truck/traffic construction management plan should be submitted for review if construction traffic is expected to cause delays on the State facility, I-10. As stated in Section 3.6, Transportation and Traffic, of the Draft EIR, the proposed project would result in less than significant impacts related to traffic.

### **Response 2-3**

The commenter states that transportation of heavy construction equipment and/or other materials requiring the use of oversize vehicles on State highways would require a transportation permit. The proposed project would be required to comply with all applicable California Department of Transportation regulations during construction. Additionally, to the extent practicable, large size truck trips would be limited to off-peak commute periods.

The commenter also states that any work performed within the State right-of-way would need an encroachment permit. As discussed in Chapter 2, Project Description, of the Draft EIR, all construction activities would occur within the boundaries of the existing Rancho Cienega Sports Complex property.

### **Response 2-4**

The commenter states that the project should be designed to discharge clean run-off water. The approvals and permits that would be required to implement the proposed project are listed in Chapter 2, Project Description, Section 2.8, Project Approvals, beginning on page 2-8 of the Draft EIR. As listed in the approvals and permits that would need to be obtained from the Los Angeles Regional Water Quality Control Board (RWQCB), the Proposed Project would require a permit under the National Pollutant Discharge Elimination System (NPDES).

The commenter further states that storm water run-off is not permitted to discharge onto State highway facilities. As noted by the commenter, the nearest State facility to the proposed project is I-10, located approximately 0.75 miles north of project site. Nonetheless, as discussed in Chapter 4, Impact Overview, Section 4.2.8, Hydrology and Water Quality, BOE or its contractor would prepare a Storm Water Pollution Prevention Plan prior to construction that would identify standard Best Management Practices to control runoff from the project site. During operation, storm flows would be directed to the existing municipal storm drain system. The Draft EIR concludes that impacts related to water quality and water runoff would be less than significant.

### **Response 2-5**

This comment includes closing remarks and does not raise issues regarding the adequacy of the analysis in the Draft EIR. No further response to this comment is required.



Gavin Newsom  
Governor

Comment Letter No. 3

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Kate Gordon  
Director

May 14, 2019

Shokoufe Marashi  
Los Angeles, City of  
1149 S. Broadway, Suite 600, MS-939  
Los Angeles, CA 90015

Subject: Rancho Cienega Celes King III Pool Demolition Project  
SCH#: 2018061048

Dear Shokoufe Marashi:

The State Clearinghouse submitted the above named EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on 5/13/2019, and the comments from the responding agency (ies) is (are) available on the CEQA database for your retrieval and use. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

**Check the CEQA database for submitted comments for use in preparing your final environmental document: <https://ceqanet.opr.ca.gov/2018061048/2> . Should you need more information or clarification of the comments, we recommend that you contact the commenting agency directly.**

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

cc: Resources Agency

3-1

3-2

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL 1-916-445-0613 state.clearinghouse@opr.ca.gov www.opr.ca.gov

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 897-0673  
FAX (213) 897-1337  
www.dot.ca.gov



Making Conservation  
a California Way of Life.

clear  
5/13/19  
to

Governor's Office of Planning & Research

MAY 13 2019

STATE CLEARINGHOUSE

May 13, 2019

Ms. Shokoufe Marashi  
City of Los Angeles, Dept. of Public Works  
Bureau of Engineering, Env. Management Group  
1149 South Broadway, Suite 600, Mail Stop 939  
Los Angeles, CA 90015

RE: Rancho Celes King III Pool Demolition Prj.  
Draft Environmental Impact Report (DEIR)  
SCH#2018061048  
GTS #07-LA-2018-02389  
Vic. LA/ 10/ PM R 10.312

Dear Ms. Marashi:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed project would demolish the Celes King III Pool building and pool and convert the site into a community front lawn and playground area.

The nearest State facility to the proposed project is I-10. Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facility. However, for construction traffic, if it is expected to cause delays on the State facility, please submit a truck/traffic construction management plan for Caltrans' review.

As a reminder, any transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods. In addition, any work performed within the State Right-of-Way will need an encroachment permit. For information on the Permit process, please contact Caltrans District 7 Office of Permit at (213) 897-3631.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water, and storm water run-off is not permitted to discharge onto State highway facilities.

If you have any questions or concerns, please contact project coordinator, Frances Lee at (213) 897-0673 or electronically at [frances.lee@dot.ca.gov](mailto:frances.lee@dot.ca.gov) and refer to GTS#07-LA-2018-02389.

Sincerely,

MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

3-3

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*



**Comment Letter 3: State of California Governor's Office of Planning and Research, State Clearinghouse**

**Response 3-1**

The commenter states that the State Clearinghouse circulated the Draft EIR to selected state agencies for review during the public review period and that comments from responding agencies are available to retrieve on the CEQA database. This comment does not raise issues regarding the adequacy of the analysis in the Draft EIR. No further response to this comment is required.

**Response 3-2**

The commenter acknowledges that the lead agency has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. This comment does not raise issues regarding the adequacy of the analysis in the Draft EIR. No further response to this comment is required.

**Response 3-3**

The comment letter from the California Department of Transportation is attached. See Responses 2-1 through 2-5 above for responses to these comments.

Comment Letter No. 4



Jared Blumenfeld  
Secretary for  
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.  
Acting Director  
9211 Oakdale Avenue  
Chatsworth, California 91311



Gavin Newsom  
Governor

June 3, 2019

Ms. Shokoufe Marashi  
Environmental Supervisor I  
City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600, Mail Stop 939  
Los Angeles, CA 90015

NOTICE OF AVAILABILITY OF AN ENVIRONMENTAL DOCUMENT FOR THE  
RANCHO CIENEGA CELES KING III POOL DEMOLITION PROJECT (PROJECT)

Dear Ms. Marashi:

The Department of Toxic Substances Control (DTSC) has received the document for the above-mentioned project.

Based on the review of the document, the DTSC comments are as follows:

1) The document needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.

4-1

2) The document needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the document needs to evaluate whether conditions at the site pose a threat to human health or the environment.

3) The document should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.

4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the document should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

4-2

Ms. Shokoufe Marashi  
June 3, 2019  
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation, and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to meet and discuss this matter further, please contact me at (818) 717-6555 or [Pete.Cooke@dtsc.ca.gov](mailto:Pete.Cooke@dtsc.ca.gov).

4-3

Sincerely,



Pete Cooke

Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Dave Kereazis  
Hazardous Waste Management Program, Permitting Division  
CEQA Tracking  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

**Comment Letter 4: California Department of Toxic Substances Control****Response 4-1**

The commenter states that the document needs to identify whether existing or previous land uses have resulted in a release of hazardous substances as well as identify any known or potentially contaminated sites in the project area. The project site has historically been used as a recreation facility, with the Celes King III Pool building constructed in the 1960s. Due to its age, the existing pool building was constructed with materials that are deemed hazardous, including asbestos and lead based paint. As discussed on page 3.4-2 in Section 3.4 of the Draft EIR, Hazards and Hazardous Materials, of the Draft EIR, a preliminary survey conducted for the Rancho Cienega Sports Complex Project determined that the Celes King III Pool building may contain asbestos containing materials in the roofing mastic located on the roof of the building, and lead-based paint located in the ceramic tile in the men's and women's locker room, rails and lateral supports for the sliding roof, and metal posts supporting the walkway on the northern side of the building. Additionally, as discussed on page 3.4-3 of the Draft EIR, the preliminary survey also determined that the cracks in the concrete areas surrounding the pool are filled with a polymer material, commonly referred to as coping, that may contain PCBs, and lighting fixtures throughout the building may contain PCBs and oils. As stated in Section 2.4, Project Objectives, one of the objectives of the proposed project is to remove and properly dispose hazardous materials used in the construction of the Celes King III Pool. Implementation of Mitigation Measure HAZ-A would require the proposed project to conduct hazardous materials abatement by a licensed abatement contractor prior to demolition of the building, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations.

Additionally, known hazardous materials in the project area are discussed in Section 4.2, Effects Not Found to Be Significant, on page 4-6 of the Draft EIR, which states:

*“The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and spills, leaks, investigations, and cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency’s database of regulated facilities. Although no hazardous materials sites exist on the project site, the Rancho Cienega Recreation Center is listed as a land disposal site with a completed cleanup status as of May 26, 2016. In addition, several leaking underground storage tank cleanup sites, two school investigation sites, and one cleanup site exist in the project vicinity.”*

As discussed above, known hazardous materials were identified at the project site in 2016, and the project site is not listed on any hazardous materials sites. Additionally, the Draft EIR identified that there are several cleanup sites within the project vicinity. Thus, the Draft EIR identifies whether historic and existing uses of the project site have resulted in the release of hazardous substances, and states that implementation of Mitigation Measure HAZ-A, requiring hazardous material abatement prior to demolition activities, and adherence to existing regulations would reduce potential impacts to a less than significant level. The Draft EIR also identifies known hazardous waste sites in the project area.

**Response 4-2**

The commenter states that the document should identify the mechanism to initiate remediation activities and identify the agencies that would be involved with regulatory oversight should these

activities be necessary. Additionally, the commenter states that the document should identify how remediation would occur should contaminated soil be discovered.

The commenter is referred to Section 3.4, Hazards and Hazardous Materials, on page 3.4-6 of the Draft EIR, which discusses the measures that would be taken should during demolition of the Celes King III Pool building. As stated,

*“Implementation of Mitigation Measure HAZ-A would require the proposed project to conduct hazardous materials abatement by a licensed abatement contractor prior to demolition of the building, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels.”*

Additionally, the remediation mechanisms for contaminated soils are discussed in Section 4.2, Effects Not Found to Be Significant, on page 4-6 of the Draft EIR, which states:

*“While unlikely, should contaminated soils be encountered during construction of the proposed project, excavated material (e.g., soil) would be monitored and tested prior to disposal. Excavated material that is deemed hazardous would be subject to strict federal, state, and local regulations for its handling, transport, and disposal. These activities would occur under the oversight of the Department of Toxic Substances Control, State Water Resources Control Board, and City of Los Angeles Fire Department. Adherence to federal, state, and local standards would minimize the risk to the public or the environment.”*

The Draft EIR concludes that, with implementation of Mitigation Measure HAZ-A and adherence to existing regulations, the impact would be less than significant.

### **Response 4-3**

The commenter discusses where more information on Preliminary Endangerment Assessment preparation and the Voluntary Cleanup Program can be found. No response to this comment is required.

Comment Letter No. 5



Gavin Newsom  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Kate Gordon  
Director

June 11, 2019

Shokoufe Marashi  
Los Angeles, City of  
1149 S. Broadway, Suite 600, MS-939  
Los Angeles, CA 90015

Subject: Rancho Cienega Celes King III Pool Demolition Project  
SCH#: 2018061048

Dear Shokoufe Marashi:

The comment (s) on your EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on 5/13/2019. **Please check the CEQA database for these comments:** <https://ceqanet.opr.ca.gov/2018061048/2> because they provide information or raise issues that should be addressed in your final environmental document.

5-1

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

5-2

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2018061048) when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

cc: Resources Agency

#2018061048



Jared Blumenfeld  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Meredith Williams, Ph.D.  
Acting Director  
9211 Oakdale Avenue  
Chatsworth, California 91311



Gavin Newsom  
Governor

June 3, 2019

Governor's Office of Planning & Research

JUN 11 2019

STATE CLEARINGHOUSE

Ms. Shokoufe Marashi  
Environmental Supervisor I  
City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600, Mail Stop 939  
Los Angeles, CA 90015

### NOTICE OF AVAILABILITY OF AN ENVIRONMENTAL DOCUMENT FOR THE RANCHO CIENEGA CELES KING III POOL DEMOLITION PROJECT (PROJECT)

Dear Ms. Marashi:

The Department of Toxic Substances Control (DTSC) has received the document for the above-mentioned project.

Based on the review of the document, the DTSC comments are as follows:

- 1) The document needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.
- 2) The document needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the document needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The document should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the document should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

5-3

Ms. Shokoufe Marashi  
June 3, 2019  
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation, and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to meet and discuss this matter further, please contact me at (818) 717-6555 or [Pete.Cooke@dtsc.ca.gov](mailto:Pete.Cooke@dtsc.ca.gov).

5-3  
Cont'd

Sincerely,



Pete Cooke

Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Dave Kereazis  
Hazardous Waste Management Program, Permitting Division  
CEQA Tracking  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806



**Comment Letter 5: State of California Governor's Office of Planning and Research, State Clearinghouse**

**Response 5-1**

The commenter states that the State Clearinghouse received a comment after the end of the state review period, which is available to retrieve on the CEQA database. This comment does not raise issues regarding the adequacy of the analysis in the Draft EIR. No further response to this comment is required.

**Response 5-2**

The commenter acknowledges that the lead agency is not required to respond to late comments, pursuant to CEQA, but encourages incorporation of the comments. See Responses 4-1 through 4-3 above for responses to these comments.

**Response 5-3**

The comment letter from the California Department of Toxic Substances Control is attached. See Responses 4-1 through 4-3 above for responses to these comments.

Comment Letter No. 6

FORM GEN. 160 (Rev. 8-12)

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

**DATE:** July 30, 2019

**TO:** Ms. Shokoufe Marashi, Environmental Supervisor I  
City of Los Angeles Department of Public Works

**FROM:** Ali Poosti, Division Manager  
Wastewater Engineering Services Division  
LA Sanitation and Environment



**SUBJECT: RANCHO CIENEGA CELES KING III POOL DEMOLITION PROJECT  
(SCH# 2018061048) - NOTICE OF AVAILABILITY OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT**

This is in response to your March 28, 2019 Notice of Availability of a draft Environmental Impact Report for the proposed demolition project at 5001 Obama Boulevard, Los Angeles, CA 90016. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.

6-1

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at [chris.demonbrun@lacity.org](mailto:chris.demonbrun@lacity.org)

AP/CD: ra

c: Kosta Kaporis, LASAN  
Cyrus Gilani, LASAN  
Christopher DeMonbrun, LASAN

**Comment Letter 6: City of Los Angeles Sanitation and Environment, Wastewater Engineering Services Division**

**Response 6-1**

The commenter states that they have determined that the proposed project is unrelated to sewers and does not require any hydraulic analysis. This comment does not raise issues regarding the adequacy of the analysis in the Draft EIR. No further response to this comment is required.

Comment Letter No. 7



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians / Gabrielino Tribal Council  
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Los Angeles  
1149 S. Broadway, Suite 700  
Los Angeles, CA 90016

April 12, 2019

Re: AB52 Consultation request for the Rancho Cienega Celes King III Pool Demolition Project 5001 Obama Blvd

Dear Ms. Shokoufe,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. For this reason, the NAHC will always refer the lead agency to the respective Native American Tribe of the area. The NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and can provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area.

Additionally, CEQA now defines Tribal Cultural Resources (TCRs) as their own independent element separate from archaeological resources. Environmental documents shall now address a separate Tribal Cultural Resource section which includes a thorough analysis of the impacts to only Tribal Cultural Resources (TCRs) and includes independent mitigation measures created with Tribal input during AB-52 consultations. As a result, all mitigation measures, conditions of approval and agreements regarding TCRs (i.e. prehistoric resources) shall be handled solely with the Tribal Government and not through an Environmental/Archaeological firm.

In effort to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email [admin@gabrielenoindians.org](mailto:admin@gabrielenoindians.org) to schedule an appointment.

*\*\* Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>*

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

[www.gabrielenoindians.org](http://www.gabrielenoindians.org)

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

[gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)

7-1

## **Comment Letter 7: Gabrieleno Band of Mission Indians – Kizh Nation**

### **Response 7-1**

The commenter requests tribal consultation with the lead agency under Assembly Bill (AB) 52. The requirements under AB 52 are described in Section 3.7, Tribal Cultural Resources, of the Draft EIR. As stated on page 3.7-3, the intent of AB 52 is to “set forth a process and scope that clarifies California tribal government involvement in the CEQA process, including specific requirements and timing for lead agencies to consult with tribes on avoiding or mitigating impacts to tribal cultural resources.” In response to the request for consultation, and in compliance with the requirements set forth under AB 52, BOE has met with the commenter. Further, as discussed on page 3.7-7 of the Draft EIR, BOE will conduct ongoing Native American consultation throughout implementation of the proposed project, as necessary, and implement Mitigation Measure TCR-A, which would include tribal cultural monitoring during ground-disturbing work in areas containing Native American cultural resources.

Comment Letter No. 8

**RANCHO CIENEGA CELES KING III POOL DEMOLITION PROJECT  
DRAFT ENVIRONMENTAL IMPACT REPORT  
COMMENT CARD**

(please hand in or mail back by May 13, 2019)  
(please e-mail comments to [Shokoufe.Marashi@lacity.org](mailto:Shokoufe.Marashi@lacity.org) by May 13, 2019)

Name: JESSE BRADSHAW  
Organization (if any): RESIDENT  
Address: 4702 RODOO RD # 2  
City, State, Zip: LA Cal  
Phone (optional): 323-392-3315  
E-mail (optional): JESSE@ITS@ground.com

**Comments**

- SAFETY OF CHILDREN ON PLAYGROUND | 8-1

- ~~RE~~ Removal of HAZARDOUS MATERIALS | 8-2

**Comment Letter 8: Bradshaw, Jesse**

**Response 8-1**

The commenter states a concern about the safety of children on the playground. As stated in Chapter 2, Project Description, on Page 2-6 of the Draft EIR, hedges would be provided along the western and southern perimeter of the project site to provide a physical barrier between the playground and parking lot on the west and the playground and sidewalk on the south.

**Response 8-2**

The commenter notes the removal of hazardous materials. Section 3.4, Hazards and Hazardous Materials, of the Draft EIR analyzes the potential impacts of the proposed project with regard to hazardous materials. As stated on Page 3.4-6 of the Draft EIR, construction of the proposed project would include demolition of the Celes King III Pool building, which would disturb asbestos containing materials, lead based paints, and other hazardous materials, resulting in a significant impact. Mitigation Measure HAZ-A would require the proposed project to conduct hazardous materials abatement by a licensed abatement contractor prior to demolition of the building, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The Draft EIR further states that safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels. The Draft EIR concludes that impacts related to hazardous materials during construction would be less than significant with implementation of Mitigation Measure HAZ-A and adherence to all applicable federal, state, and local regulations.

### **3.2 RESPONSES TO ORAL COMMENTS RECEIVED AT DRAFT EIR MEETING**

A public meeting was held during the Draft Environmental Impact Report (EIR) public review period to solicit comments from interested parties. This Draft EIR public meeting was held on April 11, 2019 at 6:00 p.m. at the Ira C. Massey Child Care Center in the Rancho Cienega Sports Complex (5001 Obama Boulevard, Los Angeles, CA 90016). At the meeting, a brief update of the current construction around the project site within the Rancho Cienega Sports Complex was given, and an overview of the proposed project and the Draft EIR conclusions was presented. Three members of the public attended and provided oral comments on the Draft EIR during the public meeting. A court reporter was present at this meeting, and a transcript of the comments received is provided below followed by responses to each public testimony (PT).



1 Los Angeles, California

2 Thursday, April 11, 2019

3 6:09 P.M.

4 -o0o-

5 MR. ABDALLAH: Well, thank you, ladies and  
6 gentlemen, for coming today.

7 My name is Ohaji Abdallah with the Bureau of  
8 Engineering, Architectual Division, the project manager  
9 for the entire project, both Phase 1 and Phase 2, and  
10 before we begin to talk about the CEQA process for  
11 Phase 2, the Environmental Impact Report for the  
12 demolition of the existing pool, I want to give you a  
13 brief update on the Phase 1 project, which is currently  
14 in construction.

15 What you see now is the facades of our new  
16 sports complex building, which consists of the gym  
17 portion and pool portion, and this is the backside of  
18 the building, looking at it from the baseball courts,  
19 from -- and this rendering is the front side of the  
20 building, looking at it from Obama Boulevard, and here  
21 is a rendering through the thoroughfare, the main  
22 entrance to both structures, down this nice little  
23 hallway, here, open corridor that exposes all of the  
24 aspects of the building, all the inner workings of the  
25 building.

PT-1

1           One of the main concepts for the structure is  
2 transparency, as it should be for all government  
3 structures.

4           So as you walk up to the site to this  
5 building, you can see all the way through the first  
6 floor, both sides are glazed completely, and you'll be  
7 able to see all the basketball activities happening as  
8 well as other activities that can happen in that gym, as  
9 well as activities happening at the other end of the  
10 pool.

11           So the scope of work for Phase 1 is the  
12 demolition of the existing gym, which, as you can see,  
13 is gone. The existing restroom building is also gone,  
14 and the landscape and hardscape to accommodate the new  
15 elements that are coming.

16           What you see out there now are the remnants of  
17 450 steel piles that have been driven into the building  
18 for the foundation for the structure.

19           The structure will be a 25,000 square-foot  
20 indoor pool structure and a 24,000 square-foot indoor  
21 gym.

22           Now, just so you can get an idea: The average  
23 pool -- or the average city of LA pool is about 9,000  
24 square feet, 10,000 square feet. Same for the gym; so  
25 this facility is getting a facility that's going to be

PT-1  
Cont'd

1 twice as big as any other gym, any other pool structure  
2 in Los Angeles.

3 Along with the new structure, we're going to  
4 do a quick rehab of the tennis shop.

5 One of the complaints that we've had is that  
6 there aren't enough restrooms on that side of the  
7 facility, on that side of the park, that face the  
8 exterior that are safe to use, and so we're going to add  
9 in two restrooms there, give the -- rehab the tennis  
10 shop itself a facelift via infrastructure and aesthetics  
11 so that it takes care of our tennis group, as well, and,  
12 then, throughout the site, we're going to have some new  
13 infrastructure for Phase 1's portion, which I will get  
14 to in a moment -- the new lighting, new security cameras  
15 in the parking lot, new electrical system, new  
16 transformer, et cetera, that feeds the entire site, new  
17 storm water treatment facilities throughout the parking  
18 lot, as well.

19 The Phase 2 scope of work covers the remainder  
20 of the park; so the white is Phase 1. Phase 2 is, kind  
21 of, like, the rest of the park; right?

22 And, obviously, there are a lot of things that  
23 are already here in place, but we'll be doing new  
24 paving, new infrastructure all throughout.

25 We'll be doing new parking lots. A green

PT-1  
Cont'd

1 parking lot, as a matter of fact, where it's literally a  
2 grass surface parking lot.

3 It'll have ballers at it so that, when we have  
4 these major influxes of parking when we have the  
5 basketball and the tennis and the football all going on  
6 at the same time, as we all know that happens here, and  
7 this whole site fills up with parking, we'll have a  
8 parking lot that we can use at will to accommodate all  
9 of those.

10 Also, we're going to be introducing a new  
11 travel lane, a new traffic lane, on this side, and on  
12 the backside -- the backside of the stadium is poorly  
13 used space right now. We're going to add in new  
14 parking, as well as a new roadway that extends from  
15 Rodeo all the way to Exposition.

16 THE AUDIENCE: Will that parking lot on the  
17 north side -- will that be more accessible to here now?

18 MR. ABDALLAH: It'll be about the same, to be  
19 honest.

20 THE AUDIENCE: It's not very good now.

21 MR. ABDALLAH: Well, what you'll have to do  
22 is -- during those major traffic influx days or maybe  
23 parking influx days, this roadway will be open to allow  
24 people to drive through, but it won't be open on a daily  
25 basis because we want to cut down on any shenanigans

PT-1  
Cont'd

PT-2

1 that happen in the spaces that aren't in close  
2 proximity.

3 THE AUDIENCE: Is it going to be level  
4 parking? Or just one level?

5 MR. ABDALLAH: No. They'll be all at grade.  
6 Yes. Yeah. Not a parking structure --

7 THE AUDIENCE: Oh.

8 MR. ABDALLAH: -- unfortunately, yes.

9 Along with that, there's a Recreation and  
10 Parks maintenance yard back there. We're going to redo  
11 that maintenance yard, redo all of the parking, and all  
12 of the poles -- the electrical poles, back here,  
13 lighting -- all those that -- whether they get replaced  
14 or not, they're all going to get new security cameras.

15 We are going to canvass this entire site with  
16 security cameras and link them directly to the Crenshaw  
17 Station and the Downtown LAPD Station so that, when  
18 something happens, it's not jut reactive. It's live, on  
19 time, and they can send someone out here to address the  
20 issue as quickly as possible.

21 So some of the sustainable design goals -- the  
22 City of Los Angeles, Bureau of Engineering, in  
23 particular -- we have been championing sustainable  
24 design.

25 We've, actually, influenced most cities to

PT-2  
Cont'd

PT-3

1 champion sustainable design and implementing it in every  
2 aspect; right? Because we realize some of these ideas  
3 and concepts set the tone for what developers do in our  
4 communities, and if we don't set the tone and set the  
5 bar high, they will come in and give us structures --  
6 I'll be nice -- and it will be structures that fit their  
7 dollars and fit their business plan but don't look at  
8 the longevity of the structures that we need in our  
9 community.

10 So this building will be built to meet net  
11 zero standards, which means that it's going to generate  
12 as much power as it uses; so at the end of the year, it  
13 will have a zero energy bill. All right?

14 Storm water treatment. We have a lot of paved  
15 spaces on this site, a ton of parking in the back, a ton  
16 of parking in the front. It collects a lot of water,  
17 and we're going to reuse that water to feed the plants  
18 because why would we just throw it down the drain when  
19 we can use it on site and not have to pay to resprinkle  
20 landscaping.

21 This building will be designed to meet lead  
22 silver standards; so all of those elements, including  
23 recycled materials, including sustainably harvested  
24 woods, any and every element we can put into this  
25 sustainable element, we can put into this building, we

PT-3  
Cont'd

1 have already designed into it; right? The  
2 size-of-the-budget question.

3 So, once again, the facade along the front  
4 from Rodeo -- from Obama Boulevard -- excuse me -- to  
5 the parking lot, and this is a quick floor plan.

6 So off to the left --

7 In that same rendering, we have a gym off to  
8 the left, the pool structure to the right, and in the  
9 pool -- excuse me -- in the gym area, we have done  
10 something really cool where we've created a mezzanine;  
11 so there's a running track at the second level of that  
12 structure that encircles the gym itself, but it adds for  
13 more seating, more uses, just as an indoor running track  
14 so you are effective on those dismal days when you can't  
15 run in the stadium, as well as a plethora of other  
16 community needs and assets, such as a community room, a  
17 fitness annex, a -- and, actually, some office space for  
18 our neighborhood council groups so that they have a  
19 place to, actually, meet, place themselves, and operate,  
20 do business for the community itself.

21 Some renderings of -- so in that thoroughfare  
22 that we, kind of, showed -- I talked at the beginning of  
23 the entrance -- this is looking at the gym building;  
24 right?

25 So we walk in here from Obama Boulevard, and,

PT-3  
Cont'd

1 then, looking in that direction, and it's very similar  
2 looking the other direction into the pool area.

3 So this is an exterior rendering, and this  
4 building is, kind of, like a big hangar as a  
5 superstructure built over two smaller structures, and in  
6 those two smaller structures is where you have our core  
7 needs, such as the bathhouse, such as the Recreation and  
8 Parks office, such as the community room, et cetera,  
9 and, as a matter of fact, in the pool area, for this one  
10 in particular, there's, actually, an overlook. It's a  
11 protected overlook because it's a pool, but you can sit  
12 there and watch and see what your kids are doing while  
13 they're training or while they're swimming, if you,  
14 indeed, intend to do so.

15 The pool itself is an Olympic-sized pool. It  
16 is a competition pool, and the patron area is, sort of,  
17 rectangular, here -- that area is, actually, double the  
18 size of anything else in the city of LA, and we did it  
19 that way because we noticed that, here, in particular,  
20 at Rancho, during the summer, you have the summer camp  
21 kids, and, then, you also have the normal patrons, and  
22 one of the struggles with our aquatics group is they're  
23 trying to figure out a way to protect the summer camp  
24 kids and some of the older patrons of the pool; so  
25 that's why we did that, and we've created sections for

PT-3  
Cont'd



1 them to make sure everyone can enjoy this pool. We  
2 don't have to split up that patronage throughout the day  
3 by limiting the hours for summer camp kids or older  
4 community patrons.

5           Once again, a floor plan of that area.

6           So the bathhouse is this block, essentially.  
7 Major entry points here, and, then, we split off into  
8 the protected bathhouse area, locker rooms, et cetera,  
9 just as you normally did.

10           There'll be steps on either side, competition  
11 lanes, and this facility will have a digital scoreboard,  
12 state of the art. This -- John, back here, will,  
13 really, enjoy using these remote controls to train his  
14 staff because -- we'll have an LED screen, as well; so  
15 we'll help train staff, as well as kids, on how to do  
16 his job, as a matter of fact; right? Training the next  
17 group of aquatics team.

18           On the backside we have our patron area, our  
19 viewing area. Parents, et cetera, staff, can come from  
20 the backside and enter, or if the aquatics staff allows,  
21 they can walk along this deck to see the activities.

22           Another rendering of the pool, one of the LED  
23 digital scoreboard, and here is that viewing area we  
24 were talking about; so one side is the fitness annex,  
25 the other side the community room, and our main entry

PT-3  
Cont'd

1 portal is here.

2 So this is one of our newer renderings, as the  
3 previous rendering showed a black vinyl floor, and we  
4 already knew we weren't going to put in a black vinyl  
5 floor, but we wanted to make sure that everyone in the  
6 community understood that it's going to be top-notch,  
7 high-quality wood maple floors going into this facility.

8 In this design what we normally see is what  
9 you saw in the old Rancho gym. You have the big main  
10 court, and the big main court was about the size of a  
11 high school court, and, then, you had these courts that  
12 went across it.

13 Well, those weren't competition-sized courts,  
14 at all, for any age group; so this court will, actually,  
15 be NBA, college-sized across in this large run, and in  
16 the opposite run, it will be high school-sized; so the  
17 facility will be able to generate revenue, and that's  
18 one of our key concepts for this building is how can we  
19 help Recreation and Parks make money so they can provide  
20 more programs to the community for free. Okay?

21 Recreation and Parks isn't in the business of  
22 making a profit. Okay? They're in the business of  
23 serving us as community members, and so if we can do  
24 more to provide them that asset to help them help the  
25 community, then, everyone benefits.

PT-3  
Cont'd

1           Here, you'll be able to run tournaments, youth  
2 tournaments. They'll be able to rent this out to all  
3 the charter schools in the area, or you can rent it out  
4 to two charter schools at once because you have two high  
5 school courts side by side. It'll be a great benefit to  
6 the community, overall; so it will have restrooms, this  
7 other office space, the main entry, here.

8           One of the really cool features about this  
9 particular design -- our major seating is here,  
10 stackable seating like you see in any high school, it  
11 folds up to the wall; right?

12           When you're running games in this direction,  
13 that seating is not very helpful; so we designed a  
14 seating that can, actually, be detached, pulled to the  
15 side, separated, and spread out; so, now, you, really,  
16 have the flexibility and convertibility you need in this  
17 space to make it work in all aspects.

18           Another view, and this view is from the  
19 running track itself at that second level, taking a look  
20 at the world.

21           Hold on.

22           Another thing most gyms don't have: A full-on  
23 Jumbotron; so, once again, a money-making entity so we  
24 can provide more programs to the community.

25           That Jumbotron -- it's going to be state of

PT-3  
Cont'd

1 the art. We're going to make sure of it. We've already  
2 specified it. It's absolutely -- I haven't seen another  
3 one in a city of LA gym, period.

4 I've only seen them in colleges, this  
5 particular model, and just, really quickly, an overall  
6 aerial of the facility itself: Our new gym building,  
7 our new pool structure, and, here, this is a -- this  
8 will not be part of Phase 1. It'll be part of Phase 2,  
9 but it's a VIP seating booth at the second floor. First  
10 floor will be concession stands, restrooms, a bunch of  
11 new elements that will enhance the stadium experience.

12 A real press box because we have so much  
13 talent and so many schools and entities that really want  
14 to use this, the stadium could be making more money than  
15 it is, and we hope to give Recreation and Parks that  
16 flexibility to do that.

17 So what's interesting, here, and more poignant  
18 for this particular conversation, is the lack of the  
19 existing pool in this rendering; so what we intend to  
20 do, if the Environmental Impact Report allows us to, we  
21 intended to possibly demolish the pool and replace it  
22 with a property-sized playground.

23 The playground we have here, right now, is too  
24 small. This community has outgrown it, and we need  
25 something that is up to date, that's fully accessible

PT-3  
Cont'd

1 for every disability, and something that really inspires  
2 kids to play, to be here, to enjoy their community, and  
3 be a part of it.

4 So the current events: Earlier this week and  
5 tomorrow, we're going to be wrapping up the installation  
6 of 450 piles that were -- have been battened into the  
7 ground. You've probably heard it for the last few  
8 weeks, and, honestly, when we were designing this and we  
9 were thinking, "Man. That's going to be 450 piles.  
10 This is going to take months," we got it done in four  
11 weeks; so you won't hear any major banging anymore after  
12 tomorrow.

13 Next week will be things that are getting  
14 drilled and filled with concrete as shoring, but the  
15 banging portion -- the major banging portion -- is,  
16 pretty much, done.

17 THE AUDIENCE: How long does it take for my  
18 hearing to come back?

19 MR. ABDALLAH: You know? About four weeks,  
20 yeah, and so -- and the interesting part is, now that  
21 you mention that, these things are 40 feet long. You  
22 see how tall this building is; right? So that's about  
23 40 feet; so each 450 of those -- right? -- is going down  
24 and getting banged into the ground.

25 Well, guess what? We didn't bang it into the

PT-3  
Cont'd

PT-4

1 ground 40 feet. We vibrated it into the ground. It was  
2 much quieter, and, then, when you get down to the last  
3 five feet, that's when we have to bang it into the  
4 really hard soil; so as bad as it was, it could have  
5 been five times worse.

6 THE AUDIENCE: That's hard to imagine.

7 MR. ABDALLAH: Yeah. And, as a matter of  
8 fact, over at the fire station -- that's been there for  
9 a while. You probably don't remember -- we had to  
10 install piles right off from Martin Luther King. We had  
11 to install piles there, as well. We didn't have that  
12 option of vibrating; so every pile was getting hammered  
13 in. We learned lessons from that, and we try to apply  
14 it wherever we can.

15 The shoring portion is --

16 So next week you'll see some more piles going  
17 in, but, as I said, they'll be getting drilled in, and,  
18 then, they'll start doing major excavation for the pool  
19 and the foundation themselves.

20 I do believe that's it for my update on the  
21 park.

22 Do you guys have any questions?

23 THE AUDIENCE: Do they have a date in mind of  
24 when it's going to be ready?

25 MR. ABDALLAH: Absolutely. So the contractual

PT-4  
Cont'd

PT-5

PT-6

1 end date is December 2020, and, right now -- yeah.  
2 About a year and a half. We started in September; so  
3 contractually about two years, and that's with no  
4 delays.

5 Right now, we haven't cut any change orders  
6 that extend the time. We've had to cut some change  
7 orders to add on money, but we haven't cut any that  
8 extend the time.

9 So, so far, December 2020 is still a good  
10 date.

11 THE AUDIENCE: Could you bring the picture  
12 back up of the site?

13 MS. KIBRIYA: This one?

14 THE AUDIENCE: In the back, are they going to  
15 reinstitute that skateboard park that's already in the  
16 back?

17 MR. ABDALLAH: Yes, sir.

18 THE AUDIENCE: Is it on there?

19 MR. ABDALLAH: Oh, it is. It's a little  
20 blurry, but it's back there, that area over here, and  
21 we're not doing anything to it except putting some  
22 cameras on the light poles back there to make it a more  
23 secure environment for the skaters.

24 That skating park is, actually, one of the  
25 catalysts for this project.

PT-6  
Cont'd

PT-7

PT-8

1           So the Council office came to us and said,  
2 "Hey. You, in Engineering. We want to put a skate park  
3 in," and Bureau of Engineering, my boss at the time -- I  
4 wasn't the one working on this project -- and they said,  
5 "Hey. That's not a good idea to put it back there."

6           They said, "We can put it back there."

7           So we go, and we got the money, and we got  
8 everything going. Let's get it in, and they realize now  
9 that an element like a skate park needs eyes on it;  
10 right?

11           There's a concept called "eyes on the street,"  
12 and wherever you have actual, visible eyes, community  
13 members' eyes, that creates a sense of security. It  
14 creates a place where people don't want to do bad things  
15 right on the property in public, and so that's what  
16 happened.

17           It was shoved to the back with no eyes on it.  
18 You're right up against the MTA line. The only people  
19 who see it are, really, the soccer players, and they're  
20 not there all day and all night; so we ended up with a  
21 murder. We ended up with the destruction of the  
22 monument of Mr. Panpour, council deputy.

23           So that's, definitely, been one of our major  
24 concerns as we've master planned the whole site down is  
25 how do we make it better and safer for everyone?

PT-8  
Cont'd



1 THE AUDIENCE: Okay. Also, on the bottom  
2 right-hand corner where the old pool presently stands --  
3 the thought was to make it into a greenery and  
4 playground.

5 MR. ABDALLAH: A playground.

6 THE AUDIENCE: Last year -- there's a driveway  
7 at the tennis court, and the traffic backs up in the  
8 morning, 8:00 o'clock in the morning, but that's all the  
9 way up to Dorsey, sometimes. Some guy got impatient,  
10 and he went up on the driveway at the tennis court, and  
11 he drove on the sidewalk to the swimming pool driveway  
12 and came back down and out.

13 Now, my concern is, being that close -- the  
14 play area for the children being that close to the  
15 sidewalk without no barriers unless you're going to have  
16 trees or something --

17 MR. ABDALLAH: Yes.

18 THE AUDIENCE: -- for somebody like that to  
19 not just run up on the curb, and all it takes is one  
20 situation, you know; so that's my concern about the  
21 design.

22 MR. ABDALLAH: And that's an excellent  
23 concern, and it's been on our mind. It was brought up  
24 in the last meeting, as a matter of fact, in a similar  
25 way.

PT-9

1           They were concerned with -- essentially,  
2 they're, like, "Shoot."

3           I grew up in this neighborhood; so I  
4 understand the concern for that, as well.

5           So what we sense, though, is still the  
6 eyes-on-the-street concept still applies. Yes, we have  
7 to have protective barriers.

8           So what we'd rather do, instead of putting a  
9 bunch of ballers out there or some big concrete  
10 monuments that end up getting tagged, end up becoming  
11 nuisance items that the maintenance crew now has to deal  
12 with, we'd rather build that barrier with vegetation.

13           So new trees, new hedges, but designing it so  
14 that there's still eyes on the street: Anyone across  
15 the street, any of the tennis groups, anyone in the  
16 parking lot. There's still eyes on the kids to make  
17 sure that there's some sense of security being kept  
18 there, as well as lighting, security cameras.

19           Yes, sir.

20           THE AUDIENCE: Are they going to get rid of  
21 the illegal activities out here in the back lot that go  
22 on at night?

23           MR. ABDALLAH: Yes. And we, actually, had a  
24 task force meeting; so we pulled the Fourth Street  
25 Department together, sheriffs, LAPD, Council office,

PT-9  
Cont'd

PT-10

1 Recreation and Parks.

2 We had a heart-to-heart talk about what's  
3 going to have to happen on this project while we're in  
4 construction and after we're done with construction,  
5 after we complete this project, because -- just because  
6 we complete the project Phase 1, well, we still have to  
7 do Phase 2, and just because we finish Phase 2 doesn't  
8 mean that LAPD, sheriffs, and the Forestry Department  
9 can now take their eyes off the project.

10 If anything, that means you need to stay  
11 vigilant; right?

12 So, yes, absolutely. It's been tough for them  
13 to do because they claim -- it's a lot of politics -- I  
14 don't want to say "politics," but a lot of budgetary  
15 issues involved in terms of how many people LAPD can  
16 staff out here on a nonovertime basis, and that becomes  
17 the trigger: How do we get LAPD to put people here and  
18 not be charged with Recreation and Parks overtime?

19 So it's a sticky issue, but, right now, during  
20 construction, they've cut down -- things have cut down  
21 dramatically.

22 I know, once Leimert Park got fenced off, a  
23 lot of the meth heads and users came over here and  
24 started walking out here and selling bike parts. In  
25 every corner of the park they were selling bike parts

PT-10

1 and every other kind of part you can think of.

2 But I think you would all agree that things  
3 have calmed down within the last two months, even, and  
4 that's due to just people paying a little bit more  
5 attention, understanding the investment that we're  
6 putting into the park and how, it's not just an  
7 investment to the park, it's an investment to the  
8 community, and that investment needs to be retained by  
9 the people who play on it.

10 THE AUDIENCE: You know, if I could say one  
11 thing?

12 MR. ABDALLAH: Yes, sir.

13 THE AUDIENCE: You know, the police  
14 department -- they've been working on the back, and I  
15 know that they're trying to address what a lot of you  
16 are saying. It's that homeless situation becomes  
17 difficult, but the thing is that, because it's a park,  
18 you know, you can't close it off to everybody, you know,  
19 but in between, I guess, 10:00 o'clock at night and  
20 sunrise is that's when the police will, really, try to  
21 enforce it because you can't camp in the park, either.

22 MR. ABDALLAH: Right.

23 THE AUDIENCE: So that's where, in a sense,  
24 their hands are, kind of, tied, what we've been told,  
25 unless they see any illegal activity, like flat-out, you

PT-10

1 know, in the open, like, drinking in public.

2 A case in point: I think they took a  
3 gentleman in during the groundbreaking because he popped  
4 out a beer. The police were cool. They let him do it,  
5 but when he popped out that second one while all this  
6 was going on, that's when they took him in.

7 So the police -- they're attending to the  
8 issues, but it's a delicate situation because, you know,  
9 once you move from one place, you've got to go to  
10 another place, and, usually, they try to go into a  
11 residential.

12 So I know, working with Ohaji, that their  
13 group has also given us an opportunity to put our input  
14 in as to the pool facility and stuff like that; so --  
15 and that, I don't think, has, really, happened that  
16 often. I think that's something new that, kind of,  
17 helps us because, I mean, he recognizes that we're  
18 working in the trenches, and we, kind of, see what's  
19 going on in the neighborhood because we're here; so in  
20 that sense, that's what I appreciate, and I know our  
21 supervision appreciates what they're doing.

22 Like he said, he grew up in the neighborhood;  
23 so, you know, aside from us working here and growing up  
24 here, he, kind of, knows what we're looking for.

25 MR. ABDALLAH: Yeah. I grew up here, but I

PT-10  
Cont'd

1 can't afford to move back here. That's the problem.

2 Yes, ma'am.

3 THE AUDIENCE: How many showers are going be  
4 in there? Do you know?

5 MR. ABDALLAH: I would have to count them for  
6 you.

7 I can count them for you --

8 THE AUDIENCE: No. It's fine.

9 That's the main problem now.

10 MR. ABDALLAH: It's probably about eight.

11 THE AUDIENCE: Okay.

12 MR. ABDALLAH: Yeah. Eight, including one for  
13 AD.

14 THE AUDIENCE: And they'll keep the same time  
15 in the morning? 5:30 in the morning?

16 MR. ABDALLAH: Absolutely, yeah, as far as I  
17 know.

18 THE AUDIENCE: And fees? What's the --

19 MR. ABDALLAH: Well, this is not a project  
20 that's increasing the fees around the city.

21 THE AUDIENCE: We have no plans on increasing  
22 anything right now, but we don't know what the future  
23 holds in the sense that everything goes up in price, but  
24 we try to keep our costs down as best we can.

25 THE AUDIENCE: So it'll be -- the whole

1 complex will be energy efficient? Or you said zero?

2 MR. ABDALLAH: The gym will be net zero.

3 It's almost impossible to get the pool to be  
4 net zero because the pool heating equipment uses so much  
5 power, but the gym itself will take care of itself. It  
6 will have solar panels.

7 THE AUDIENCE: What about the lighting in the  
8 park? In the whole complex?

9 MR. ABDALLAH: It's interesting you mention  
10 that, and these are the kinds of problems Rec and Parks  
11 will have to deal with.

12 Everyone else in the country is using light  
13 bulbs with solar panels on top of them; right?

14 Rec and Parks used them for several years,  
15 and, then, people started stealing the batteries off of  
16 the doggone poles; so the cost to replace the batteries  
17 consistently -- they just took away the whole financial  
18 advantage of putting in the light bulb with a solar  
19 panel on it that would be net zero itself; so those are  
20 the kinds of struggles Rec and Parks -- it's a very  
21 unique struggle that Rec and Parks runs into that we  
22 don't run into with our other City clients, here.

23 So this park will not have the solar panels.  
24 They've made it a mandate: No more light bulbs with  
25 solar panels because we can't afford to keep replacing

PT-11  
Cont'd

PT-12

1 the batteries, and that's one of Rec and Parks'  
2 positions is the maintenance, and it's, usually, due to  
3 the usage-related elements.

4 It's not just normal maintenance. It's having  
5 to replace this lock on the exterior bathroom pool ten  
6 times a month because they just keep destroying it to  
7 get in there to hide out, to do whatever, you know.

8 It's those kinds of elements that drives Rec  
9 and Parks crazy, and it drives their budget up.

10 To be quite honest, the City Council -- a lot  
11 of the councilmen don't understand it. Council people  
12 don't understand it, and it's not until they're brought  
13 to their own parks in their own neighborhoods and,  
14 really, walk through all the different issues do they  
15 begin to understand and say, "Okay. You need some more  
16 maintenance funds in here in next year's budget."

17 So that's Rec and Parks' struggle all the  
18 time.

19 THE AUDIENCE: Wouldn't it be cheaper to have  
20 a security guard out there instead of replacing it?

21 MR. ABDALLAH: So there was, actually, a  
22 budget for that at one point, where they have contract  
23 security guards, but what they were finding is that they  
24 were useless. The problem is the guy doing the dirt  
25 shows up out here and he sees a guy, even with a gun,

PT-12  
Cont'd

PT-15



1 who's still just a contract security detail? You can't  
2 arrest him.

3 "I'm going to get away before you call the  
4 police."

5 So they were paying, paying, paying, paying,  
6 and they were not getting the results; so our goal --  
7 and I know Rec executives' goal is to figure out a way  
8 with the Council office, how do we get LAPD or sheriff  
9 or Forestry people out here on a daily, regular basis?

10 One of the small offices within the structure  
11 will probably house an LAPD unit. There'll be a little  
12 check-in place for LAPD to be able to pop in, kick their  
13 feet up, walk around the park, check things out, relax  
14 for a moment, and, then, get back on the beat in the  
15 neighborhood, and those kinds of amenities is what our  
16 City facilities need in order to keep a secure unit.

17 THE AUDIENCE: What about surveillance?

18 MR. ABDALLAH: So we will have surveillance.  
19 We will have a camera surveillance system on probably  
20 every other light pole out here, and the struggle there  
21 is that, if you don't have, sort of, live feed going on  
22 to the LAPD, they won't pay attention. They won't know.

23 As a matter of fact, what we've been told is  
24 that, if the camera's just on all of the time, they  
25 won't pay attention; so what has to happen is, let's

PT-15  
Cont'd

1 say, it goes down at 7:00 -- 7:00, 8:00 -- right? --  
2 it's dark. We've got the cameras over at the basketball  
3 courts, over here, over by the soccer court. We've got  
4 cameras at the tennis courts area, and somebody is there  
5 who's not supposed to be there.

6 There's a motion detector attached to the  
7 camera and the light. The motion detector comes on, the  
8 camera comes on, the light comes on, and it pops on on  
9 the LAPD screen, and they're, like -- and it grabs their  
10 attention.

11 They said, "That's what grabs our attention  
12 is, like, 'Oh. Motion happening at a place that it's  
13 not supposed to be happening. What's going on? Get  
14 somebody over there right now.'"

15 That's their struggle. It's the monitoring  
16 groups. How many people do we have to sit around and  
17 watch cameras all day, looking for something bad to  
18 happen? It's a financial issue for them, a staffing  
19 issue.

20 They'd rather put more people out in the  
21 streets, handling issues hand in hand than paying people  
22 to sit in front of a camera; so that's the agreement  
23 we've come to with them thus far is that the motion  
24 detectors will grab the attention because it will bring  
25 that out on the screen and they will know something is

PT-15  
Cont'd

1 happening right then.

2 THE AUDIENCE: It could also be run by  
3 technology and civilians, you know, and filter it to  
4 them when the traffic is interesting.

5 MR. ABDALLAH: I, totally, agree with you.

6 THE AUDIENCE: Instead of just having to rely  
7 on them, and they're balking on, really, wanting to do  
8 it, let the civilians come in and do it.

9 MR. ABDALLAH: So there are security  
10 monitoring groups that, definitely, handle that task.  
11 It's all about money. They cost a lot of money.

12 THE AUDIENCE: And my second question about  
13 lighting was at nighttime --

14 MR. ABDALLAH: Yes, sir.

15 THE AUDIENCE: -- that's why I wanted to know  
16 about the energy.

17 Can it be --

18 Is it in the design to have a lighting  
19 equivalent to daytime lighting at night like they have  
20 at the -- sometimes they have it at the stadium?

21 MR. ABDALLAH: No. No. No.

22 That will only be for the areas where you have  
23 sports activities going on; so the baseball fields, for  
24 example, but there will also be smart elements that  
25 allow Rec and Parks staff to set the time as to what

PT-15  
Cont'd

PT-16

1 time those lights come on, and that's what we're doing  
2 right now at the stadium: What time the lights go on  
3 and what time the lights go off.

4 We know the last game ends at 9:00, lights go  
5 off automatically, and, then, it reverts to the  
6 motion-detector lights for the smaller pathway, not the  
7 big, huge lights that light the entire sports fields; so  
8 we will, definitely, save money on, sort of, the smart  
9 controls on the system itself.

10 Anything else, guys?

11 Well, I'll be around after the meeting.

12 I'll be more than happy to hand out -- I  
13 didn't bring any cards, but I'll, definitely, give you  
14 my e-mail address so, if anyone has any additional  
15 questions, wants a copy of the presentation, any  
16 particular pictures, I'll be more than happy to share  
17 that.

18 So, next, I want to bring on Shokoufe.

19 Shokoufe is also with the Bureau of  
20 Engineering, Environmental Group Management Division.

21 MS. MARASHI: Yes. Yes.

22 My name is Shokoufe Marashi, and I'm with the  
23 Environmental Group of BOE, and our project manager gave  
24 a very, very good overview of all the projects; so what  
25 I'm going to focus on is the environmental document that

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Cont'd

PT-17

PT-18

1 was released for this project March 28 for the public  
2 for their review, 45 days for review until May 18, and  
3 we would like to receive any comments or any concerns in  
4 the form of either verbally today or by e-mail.

5 So I want to talk about that document, some of  
6 the environmental issues for the project that we  
7 analyzed, we reviewed, and how we're going to mitigate  
8 the impact on the site and also possibly two other  
9 project alternatives that we considered.

10 Next one, please.

11 Okay. So why do we have this EIR?

12 It stands for -- I know a lot of you know --  
13 but it stands for Environmental Impact Report.

14 It is a state, if you will, environmental law.  
15 CEQA process is a state environmental law that, any  
16 project that a city wants to build or public agency  
17 wants to build, they have to analyze and look at that  
18 project and look at all the different impact that  
19 potentially the project can have in the area of water  
20 quality, air quality, if there is any hazardous  
21 substances, traffic, noise.

22 There are about, I think, 17, 18 sections.

23 We look at everything. It doesn't mean that  
24 any project have that, but we like to look at it,  
25 analyze it, and disclose to the public what are the

PT-18  
Cont'd

1 impact, if they are not significant. If they're  
2 significant, what measures we take to take care of it to  
3 reduce that.

4 So that's why this EIR was published: To let  
5 you know about, you know, all this potential  
6 environmental impacts.

7 Next one, please.

8 So this is the project location, as you see.

9 The area which is bordered with red line is,  
10 actually, the existing pool and the pool building, and  
11 this project -- what it's going to do is, basically,  
12 drain the pool, demolish the pool building.

13 Next one, please.

14 So, here, we have the project description.  
15 We're going to be converting -- demolishing the pool  
16 building and, actually, converting it to a landscape  
17 area and playground facilities and the lawn area,  
18 basically, for more recreational use and more playground  
19 facilities for the children, and when we demolish the  
20 building -- because, as you know, the pool building  
21 and -- the pool and the building were both made in the  
22 1960s, there is potential asbestos, and at the time the  
23 paint that they were using -- it had lead; so there's  
24 potential lead.

25 So when we demolish it, they're going to be

PT-18  
Cont'd

1 using the proper procedure to take all that asbestos and  
2 all that lead from this site to the proper landfill,  
3 which I want to emphasize; so the site will be cleaned;  
4 so that is, then, the hazardous material abatement.

5 The pool will be drained, and, then, it would  
6 be filled. The pool will be filled. There would be  
7 rough grading of the site and also different utilities  
8 will be installed. There would be landscaping and  
9 hardscaping, and, in fact, the playground will be built;  
10 so this is, basically, the whole project.

11 Next one, please.

12 Okay. What is the objective of the project?

13 As you know, the pool that we right now  
14 have -- it does not meet the standard of a competitive  
15 swimming pool, and the maintenance is very high; so what  
16 we're going to do is that -- we didn't want to just  
17 demolish the pool and make a pool here because the size  
18 would not allow it to be a competitive swimming pool; so  
19 as Ohaji was saying, a new pool will be built in the  
20 other place, but this pool will be drained, it will be  
21 filled, and, then, in the area we will have playground  
22 facilities and landscaping, and all the hazardous  
23 material will be hauled away.

24 So the objective --

25 This is, mainly, the objective of the project.

PT-18  
Cont'd

1           Next one, please.

2           What is the tentative schedule?

3           Well, the design phase will be completed by  
4 mid 2020, and, then, usually, after design is done, we  
5 have a bid and award, and, usually, it takes four to six  
6 months to find the contractors and everything, and,  
7 then, we're demolishing the pool and all the  
8 construction begins December 2020 and probably takes  
9 about 12 months; so that's the tentative schedule.

10           Now, I talked briefly about the CEQA process.  
11 CEQA, standing for California -- it's an abbreviation  
12 for California Environmental Quality Act. It's,  
13 basically, an environmental law that we have to put  
14 environmental document and tell the public all the  
15 potential impact and what are we going to do --  
16 feasibly, what are we going to do to reuse and mitigate  
17 all those impact. We have to look at other  
18 alternatives. We have to disclose if there is any  
19 significant or unavoidable impact after we look at all  
20 the measures available, and, of course, we provide  
21 opportunity for the public to comment, and that's what  
22 we are in. We are in that 45-day public review and  
23 commenting.

24           Next one, please.

25           So this is just the flowchart of the CEQA

PT-18  
Cont'd



1 process. We distributed the EIR in -- we're on  
2 Bullet 5 -- actually, Bullet 6 -- we distributed in  
3 March 28, and right now we are in the public review  
4 period, which is 45 days, which ends May 13, and, then,  
5 once we receive all your comments -- you can e-mail it  
6 to us. You can mail us -- then, we will incorporate the  
7 comments in the EIR -- the draft EIR -- and we will have  
8 a final EIR, and that final EIR, which includes the  
9 comments, will be, eventually, certified and approved,  
10 we predict, in summer of 2019, and, then, after that, we  
11 are finished with our CEQA process and issue a notice of  
12 determination; so that's, basically, a flowchart of the  
13 CEQA.

14 And I mentioned there were 17 or 18 sections.  
15 The things that we look at any project, we look at how  
16 the construction will affect air quality, greenhouse  
17 gases, we go and look at any site in the records that  
18 exist.

19 Has there been a cultural site? Is it  
20 recorded or not? And, then, we also evaluate if the  
21 site could have potential -- we will do some tests --  
22 hazardous material, and we look at the noise-related  
23 construction, the transportation-related, and, then,  
24 tribal cultural resource, and so these are some of -- in  
25 a nutshell, some of the elements that we look at. It's

PT-18  
Cont'd

1 not all, you know, but a lot of them -- these are the  
2 main ones that we look at that I want to put the focus  
3 on.

4 Next one, please.

5 So among those elements that you just saw,  
6 these three less than significant impact.

7 In other words, state of California has  
8 threshold, has target, for all of this impact. That is  
9 to protect the public, public safety.

10 We go and do air quality calculation.

11 We go and look at the greenhouse gases --  
12 methane, carbon dioxide, NOx.

13 We look at the transportation and everything,  
14 and, then, we compare it with the targets that  
15 California has, and if it's below the targets, we say,  
16 "These impacts -- we have studied them. We analyzed  
17 them for this project. They are less than significant."

18 Going to the next slide.

19 Now, looking at these three -- hazardous  
20 material -- yes, we looked at it, and we said there is  
21 asbestos, and there is lead -- potentially lead.

22 Now, once it is --

23 We are going to, then, find ways to reduce  
24 this to bring it below the threshold; so if you see some  
25 impact, then, we go and look at all the measures

PT-18  
Cont'd

1 available to bring it less than significant; so in this  
2 case what we do -- we use all the protocols and all  
3 the -- that are available for, basically, properly  
4 picking out the pollutants and carrying it to the  
5 landfills. Okay? So that's called hazardous material  
6 abatement.

7 Noise. Yes, there is some noise with respect  
8 to construction, but the way we're going to be reducing  
9 those noise is to put mufflers on the -- we, basically,  
10 use anything that is possible right now.

11 We use mufflers on the construction equipment.  
12 We use rubber tires instead of, you know, some kind of  
13 trails, which make sounds on the construction equipment.  
14 The other thing is we will limit the noise. The  
15 construction has been limited. There is no noise  
16 between 9:00 p.m. to 7:00 a.m., which, naturally, people  
17 want to sleep, and, then, we will have a liaison. We  
18 will have someone who community can talk.

19 If there is a concern or if they see some of  
20 these measures are not properly followed, they can talk  
21 to them. We also talk with the -- we're in coordination  
22 with the Dorsey High School administrator -- okay? --  
23 and we also will make public notices about the date of  
24 construction and the time; so all of the measures that,  
25 really, we have we will use to reduce that noise.

PT-18  
Cont'd

1           The next one is tribal cultural resources.

2           Any time a site has been a cultural area, we  
3 have to -- we will contact all the Native Americans. We  
4 let them know, and, then, we also will have -- when they  
5 are, let's say, digging or something -- we will have a  
6 monitor, some expert, there.

7           If, during the monitoring -- if, during the  
8 digging, they find a little artifact or anything that  
9 belonged -- is historical value, there is an expert  
10 there who will take it. The construction stops. That  
11 person is going to take it out of the ground. They have  
12 a process. They know what to do. They take  
13 photographs. They take it to the laboratory, where they  
14 cure it, because they want to keep that artifact. They  
15 cure it so they can preserve it, and, then, it goes to  
16 the museum; so there is a certain protocol to protect  
17 them from destroying historical monuments.

18           Now, all of these three that you see -- they  
19 had some significant impact, but we are using all the  
20 measures that I just explained to reduce them to less  
21 than significant.

22           Yes.

23           THE AUDIENCE: I have a question on the tribal  
24 cultural resources -- it doesn't just apply to Native  
25 Americans --

PT-18  
Cont'd

PT-19

1 MS. MARASHI: No. No. No, it doesn't.  
2 It's also paleo. It's also archaeological.  
3 Yes, of course.

4 Thank you for mentioning that.

5 THE AUDIENCE: And African-American, as well.

6 MS. MARASHI: I appreciate it.

7 Yes. Thank you for mentioning that to me.

8 It also is archaeological resources. Also  
9 paleo resources. Anything that is of historical  
10 resource they can find.

11 Yeah. It's not just Native.

12 Yes.

13 THE AUDIENCE: Is there a threshold on the  
14 amount of objects that are found -- say, if it was a  
15 burial ground or something -- that can stop the work  
16 permanently for a while until -- because it would take a  
17 while to excavate everything.

18 MS. MARASHI: Yes. That's why we have an  
19 expert. We have a cultural resources expert, you know.

20 Depending on what they find and what it is,  
21 they are going to, actually, say when construction can  
22 resume, you know, because, as you mentioned, anything  
23 that they found -- it has a certain -- it has a certain  
24 protocol, certain category.

25 Do you want to add anything?

PT-19  
Cont'd

PT-20

1 MS. KIBRIYA: Yeah. I think it just depends  
2 on the type and quality of what they find.

3 If it's maybe bottle caps and this and that,  
4 then, the archaeological monitor who's there is trained  
5 to, kind of, understand what it is that they're finding,  
6 and if they find something of that nature, they can make  
7 that call and say, "No. I think we can continue working  
8 in this area," but, usually, one deal killer is human  
9 remains.

PT-20  
Cont'd

10 If we find bones or something of that nature,  
11 that, usually, does stop the work until they can get a  
12 coroner out there to take a look at what they're dealing  
13 with; so there's different levels of what --

14 THE AUDIENCE: Does the archeologist have the  
15 final call? Or can the construction continue  
16 irregardless of what the consultant --

17 MS. KIBRIYA: The archeological monitor will  
18 have the final call, yes.

19 MS. MARASHI: The next one, please.

20 Okay. Now, cultural and historical resources.

21 One of the main things that, as you know for  
22 this project, we went into EIR because this building had  
23 a lot of historical, sort of, aspects or architect or  
24 so; so what we do -- of course, we -- the proposed  
25 project has to demolish the building to put a

PT-21

1 playground, to put landscaping.

2           However, what we do -- we will take photos of  
3 all of those historical features, we will document them,  
4 and, then, we will put a display of the history of this  
5 building and -- with all the photos and everything,  
6 here, on this site for public as, like, an exhibition.

7           It's, really, nice for the kids that come.  
8 They come and use the playground, and yet they start  
9 reading about the history of this building, what it was  
10 before, and what it is now, and so even though we have  
11 no choice but to destroy the building to have the  
12 landscape and playground and try to meet the need of the  
13 community that has more population, more children, they  
14 need more space, you know, but we will keep all those  
15 historical story, if you will, along with the  
16 photographs on a display on here so they can read it and  
17 they can educate themselves about the history of that.

18           In fact, now, if someone passes, they don't  
19 know anything about it, but once you have that, kind of,  
20 little exhibition with photos and everything, it's more  
21 educational for the public and for the children in terms  
22 of history of here.

23           THE AUDIENCE: Something on your slide just  
24 made me think of something.

25           This is going to be the Barack Obama and

PT-21  
Cont'd

PT-22

1 Michelle Obama Sports Complex; right?

2 MR. ABDALLAH: Well, we don't know that yet.  
3 We haven't had confirmation.

4 The Council office has made the request, but  
5 we have not had the confirmation.

6 As a matter of fact, I have renderings that  
7 show the name, but I can't show them anymore because it  
8 hasn't been confirmed yet.

9 THE AUDIENCE: But, tentatively, it's for the  
10 whole complex; right?

11 MR. ABDALLAH: Tentatively, it will be, yes,  
12 for the whole complex.

13 THE AUDIENCE: Is Celes King Pool going to  
14 lose his name?

15 MR. ABDALLAH: No. The pool will still be  
16 named Celes King Pool, and we've already figured out how  
17 to brand it.

18 The interior -- we're using what's called a --  
19 you won't get hard HVAC ducts. We'll put what we call  
20 duct soffits, which, actually, is easy to take down and  
21 clean, and it's easy to silk screen. You'll see them a  
22 lot in colleges and universities where they have the  
23 names along there; so they use them as well.

24 So that's probably where we'll brand it, and  
25 possibly something for the middle of the pool.

PT-22  
Cont'd



1 THE AUDIENCE: So also the same applies for  
2 the tennis? Venus and Serena?

3 MR. ABDALLAH: We don't have -- even though  
4 the Council office just gave me a call and asked me to  
5 work an estimate for redoing the surface they've got  
6 over there, it's currently not a part of Phase 2; so,  
7 for that, we have not looked at renaming that.

8 THE AUDIENCE: Okay.

9 MS. MARASHI: The next one, please.

10 Okay. The other thing that we do during the  
11 CEQA process is that, you know, we, really, exercise all  
12 alternatives, and, then, we choose the best alternative  
13 for the project.

14 So the other alternative that we saw is that,  
15 "Okay. Let's say we just drain the pool but we're not  
16 going to destroy the pool building; right?"

17 Now, if we don't destroy the pool building,  
18 there won't be any asbestos and lead abatement. The  
19 pool building would remain, but it would be closed to  
20 the public, and, of course, there would be no noise or  
21 no cultural resources or anything, but, then, the  
22 community will not have their landscaping, they won't  
23 have their playground facilities. Why? Because the  
24 pool building is there. It's just closed off. You know  
25 what I mean?

PT-22  
Cont'd

PT-23

1           So that's one alternative, which, basically,  
2 we are not meeting any of the project objective.

3           The reason we wanted to do that is because we  
4 wanted to provide for you more playground and for your  
5 children more playground facilities, landscape area, and  
6 you know when you provide landscape area and shade area  
7 and trees, more areas for the community for relaxation  
8 and recreation -- that landscape, when the rain comes --  
9 the water filters through that landscape, through that  
10 grass, and it will get cleaner. You know what I mean?

11           So, actually, it's a good way to clean up the  
12 storm water. If we just keep the building and close it,  
13 it doesn't serve anybody, you know.

14           So that was one called "No Project  
15 Alternative."

16           Now, the other one is, instead of destroying  
17 the pool building, we call it "Adaptive Reuse  
18 Alternative."

19           Instead of destroying the pool building, we  
20 just use it for another use. In other words, we use it,  
21 for example, for some offices. Okay?

22           So, then, in this case, we drain the pool, we  
23 fill it up, we do our hazardous waste -- hazardous waste  
24 management -- but the pool building -- again, we don't  
25 have any landscape, we don't have any playground, just

PT-23  
Cont'd

1 the pool is used for admin stuff.

2 In addition, what we have is more parking. We  
3 need more parking area. When we keep that pool building  
4 or office or so, we will need more parking area for  
5 traffic.

6 So, sort of, looking at these two and what the  
7 project says, it seems like the proposed project, which  
8 gives -- we are, somehow, keeping the cultural and  
9 historical aspect of the building. We demolish it. We  
10 provide landscaping. We provide playground. It just  
11 gives more to the community in terms of benefit when you  
12 look at all the pros and cons.

13 Next one, please.

14 Any questions? Okay.

15 The next thing is I just wanted to let you  
16 know: This EIR -- draft EIR, which you see -- is in  
17 form of hard copies in three places if you'd like to  
18 pick it up and look at it.

19 It's in Baldwin Hills Branch Library,  
20 Jefferson/Wright Memorial Branch Library, and City  
21 District 10 Office.

22 Also, if you have access to computer at home,  
23 you go to this link, and you can download the document,  
24 you can look at it, you can print it.

25 If you have any comments, please, e-mail us

PT-23  
Cont'd

1 the comments.

2 This is my e-mail address.

3 E-mail us or mail your comments, but, please,  
4 send it at the latest by 5:00 p.m. May 18. That's the  
5 latest we will accept the comments, and we will look at  
6 the comments, read them, and provide responses.

7 That would, really, finish my presentation.

8 If you have any questions, please, I'd like to  
9 open up to some questions or comments.

10 THE AUDIENCE: Yeah. You mentioned asbestos.

11 MS. MARASHI: Uh-huh.

12 THE AUDIENCE: The work site -- or the pool  
13 would be secured so nothing --

14 MS. MARASHI: The building.

15 THE AUDIENCE: -- the building.

16 MS. MARASHI: At that time -- at the very old  
17 times, when they were building material -- and it's not  
18 just this pool building. In homes -- very, very old  
19 homes, unfortunately, as a form of insulation, they were  
20 using asbestos because they did not have any knowledge  
21 in 1920s, 1930s -- no knowledge about asbestos.

22 That was the best insulation at that time.

23 Since then, asbestos has been banned; so now  
24 any new building or anything -- they don't use asbestos  
25 anymore, but if they have to demolish something that

PT-23  
Cont'd

PT-24

1 goes back to those times, they have to watch for  
2 asbestos so that they can properly discard it, move it.

3 THE AUDIENCE: So while they're tearing down  
4 the pool and they discover asbestos, is it already going  
5 to be encircled in a tent or something so that --

6 MS. MARASHI: Yes. Yes.

7 Actually -- I'll tell you something:  
8 Asbestos -- if you Google it -- there are people who  
9 come who are very -- from -- there are people who are  
10 hired just for asbestos, and they have very lengthy  
11 procedures how to contain the asbestos -- that's your  
12 concern -- so it won't spread out. You know, that is  
13 their --

14 THE AUDIENCE: And one additional to piggyback  
15 that -- you may or you may not know -- could you shed  
16 light on it -- where do they take the asbestos?

17 How do they get rid of it?

18 Does it go into a landfill?

19 MS. MARASHI: No. No. No.

20 It doesn't --

21 THE AUDIENCE: How do they dispose of it?

22 MS. KIBRIYA: Yeah. So it does go into --  
23 it's not a typical landfill. It's called a Category 2  
24 level landfill; so there's only three in the state of  
25 California, and they accept hazardous waste.

PT-24  
Cont'd

1           So if we know that there's hazardous waste, as  
2 in asbestos, lead-based paint -- anything of that  
3 nature -- they have to get -- it has to get properly  
4 disposed of at a landfill that's contained because,  
5 otherwise, if it goes to a regular landfill, those are,  
6 usually, open, and -- so it does get contained, and it  
7 will go to a Type Level 2 landfill.

8           THE AUDIENCE: So very, very fine asbestos?

9           MS. KIBRIYA: Exactly. Exactly.

10          MS. MARASHI: And they contain it so that the  
11 dust doesn't spread around or so. Yeah, exactly.

12          Any other questions?

13          If you have any comments today, if you'd like  
14 to write it --

15          MS. KIBRIYA: We also have comment cards.

16          MS. MARASHI: If you want, we can give you  
17 comment cards, if you want --

18          MS. KIBRIYA: Mail it in.

19          MS. MARASHI: -- and just give it to us now.  
20 If you want to write it down, we're going to  
21 be here another few minutes or so.

22          THE AUDIENCE: So the recording -- she's doing  
23 a recording of the meeting -- is that -- those  
24 automatically go into the comments? Or do we have to  
25 resubmit?

PT-24  
Cont'd

PT-25

1 MS. MARASHI: No. I think, if you have  
2 comments, you need to resubmit your comments, and she  
3 has something, just put your name down, just write down  
4 your comment.

5 MS. KIBRIYA: So these comments that she has  
6 that she's been dictating -- we will take those  
7 comments, and they do go into consideration in the final  
8 EIR, but if you'd like a specific response -- so what we  
9 do is that we do formal responses to all of the formal  
10 comments that we get; so you can write down your name  
11 and your e-mail address, and, then, we can send you a  
12 formal response to your comments.

13 So if you'd like that, then --

14 THE AUDIENCE: They're not posted for the sake  
15 of the public?

16 I mean, like, on the Web site, can we just go  
17 see the minutes of the meeting or what was proposed or  
18 whatever?

19 MS. KIBRIYA: They'll be included as part of  
20 the final EIR, yes; so you will be able to see that as  
21 part of the final EIR, but, then, if you do want to see  
22 how your comments are being addressed, then, we can --  
23 if you fill out a form, we can, at least, e-mail you a  
24 letter, and you can see how we are going to respond to  
25 that.

PT-25  
Cont'd

1 MS. MARASHI: The sign-up sheet.

2 MS. KIBRIYA: And we will send -- everyone who  
3 signed up outside -- if you put your name and your  
4 e-mail address or if you want to put your physical  
5 address too -- then, you will get a notice when the  
6 final EIR is available.

7 MS. MARASHI: Thank you so much for coming and  
8 thank you for your questions.

9 That's very nice. Thank you.

10 (Whereupon the public meeting was  
11 adjourned at 7:11 p.m.)

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PT-25  
Cont'd



**Response PT-1**

This portion of the transcript includes the presentation of current construction around the project site within the Rancho Cienega Sports Complex given by one of the moderators of the Draft EIR public meeting. No response to these comments is required.

**Response PT-2**

This comment is in regard to parking access at the Rancho Cienega Sports Complex as it relates to the existing construction activities around the project site. This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

**Response PT-3**

This portion of the transcript includes the presentation of current construction around the project site within the Rancho Cienega Sports Complex given by the one of the moderators of the Draft EIR public meeting. No response to these comments is required.

**Response PT-4**

This comment is in regard to existing construction activities near the project site and does not relate to the proposed project. This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

**Response PT-5**

This portion of the transcript includes the presentation of current construction around the project site within the Rancho Cienega Sports Complex given by the one of the moderators of the Draft EIR public meeting. No response to these comments is required.

**Response PT-6**

This comment is in regard to the existing construction activities near the project site and does not relate to the proposed project. This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

**Response PT-7**

This comment is in regard to programming and facilities in another area of the Rancho Cienega Sports Complex and does not relate to the proposed project. This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

**Response PT-8**

This portion of the transcript includes the presentation of current construction around the project site within the Rancho Cienega Sports Complex given by the one of the moderators of the Draft EIR public meeting. No response to these comments is required.

**Response PT-9**

The commenter is concerned about the safety of children related to siting the playground adjacent to the sidewalk. As stated in Chapter 2, Project Description, on Page 2-6 of the Draft EIR, hedges would be provided along the western and southern perimeter of the project site to provide a physical barrier between the playground and parking lot on the west and the playground and sidewalk on the south.

**Response PT-10**

This comment is in regard to general safety measures at the Rancho Cienega Sports Complex and does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

**Response PT-11**

This comment is in regard to facilities and programming available in another portion of the Rancho Cienega Sports Complex and is not related to the proposed project. This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

**Response PT-12**

The commenter asks about lighting for the playground. As stated in Chapter 2, Project Description, on Page 2-6 of the Draft EIR, the design of the community front lawn and playground would incorporate lighting and other security measures. Light posts would be located around the perimeter of the playground area and along the pedestrian paths.

**Response PT-15**

The commenter asks about security guards and surveillance of the project site. As discussed on Page 4-10 of the Draft EIR, standard site security features, such as fencing, would be implemented during construction activities. During operation, the community front lawn and playground would be a passive use. The proposed project is not expected to generate additional calls for police protection.

**Response PT-16**

The commenter asks about lighting for the playground. The commenter is referred to Response PT-14.

**Response PT-17**

This portion of the transcript includes closing remarks provided by the moderator concluding the brief update of the current construction around the project site within the Rancho Cienega Sports Complex. It does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

### **Response PT-18**

This portion of the transcript includes the presentation of the proposed project given by the one of the moderators of the Draft EIR public meeting. No response to these comments is required.

### **Response PT-19**

The commenter asks for a clarification on the types of resources included under cultural resources and tribal cultural resources. As stated in Section 3.7, Tribal Cultural Resources, on Page 3.7-3 of the Draft EIR:

“Section 21074 of the Public Resources Code defines “tribal cultural resources” as a resource that is either of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
  - a. A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
  - b. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).”

### **Response PT-20**

The commenter asks about undiscovered cultural resources during excavation. As discussed in Section 3.2, Cultural Resources, on Page 3.2-5 of the Draft EIR, no archaeological resources were identified within the Area of Potential Effects. However, there is potential to encounter previously undiscovered archaeological resources during construction activities. Mitigation Measure CR-C would require an archaeological monitor to be on-site during all ground-disturbing activities occurring during the construction phase of the project. As stated in Mitigation Measure CR-C, on Page 3.2-7 of the Draft EIR, “[t]he archaeological monitor shall have the authority to redirect construction equipment in the event potential archaeological resources are encountered. If archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment or further investigation of the resource is determined by a qualified

archaeologist in accordance with the provisions of CEQA Guidelines Section 15064.5.”

Further, as stated on Page 3.2-6 of the Draft EIR, “[i]n the event that any human remains or related resources are discovered, such resources would be treated in accordance with state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate, including CEQA guidelines Section 15064.5(e). If human remains are discovered, they would be evaluated by the county coroner as to the nature of the remains. If the remains are determined to be of Native American origin, the Native American Heritage Commission would be contacted and a Most Likely Descendant identified.”

**Response PT-21**

This portion of the transcript includes the presentation of the proposed project given by the one of the moderators of the EIR public meeting. No response to these comments is required.

**Response PT-22**

This comment is in regard to the naming of the sports complex. This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

**Response PT-23**

This portion of the transcript includes the presentation of the proposed project given by the one of the moderators of the Draft Environmental Impact Report (EIR) public meeting. No response to these comments is required.

**Response PT-24**

The commenter asks about the process of hazardous materials abatement. As discussed in Section 3.4, Hazards and Hazardous Materials, on Page 3.4-6 of the Draft EIR, demolition of the Celes King III Pool building would disturb asbestos-containing materials, lead based paints, and other hazardous materials. Mitigation measure HAZ-A would be implemented, which “would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels.”

The commenter also asks about disposal of hazardous materials. As discussed above, the licensed abatement contractor would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. As discussed in Section 3.4.2, Regulatory Setting, of Section 3.4, Hazards and Hazardous Materials, these regulations and regulatory agencies include but are not limited to the Hazardous Materials Transportation Act, California Department of Toxic Substances Control, Hazardous Waste Control Act, Titles 22 and 23 of the California Code of Regulations, and California Health and Safety Code.

**Response PT-25**

This portion of the transcript includes closing remarks provided by one of the moderators concluding the Draft EIR public meeting. Additionally, one of the moderators provides an overview of how written and oral comments on the Draft EIR should be submitted and how responses will be provided in the Final EIR. This comment does not state a specific concern or question regarding the adequacy of the environmental impact analysis in the Draft EIR. No further response to this comment is required.

**Mitigation Monitoring and Reporting Program  
for the**

**Rancho Cienega Celes King III  
Pool Demolition Project**  
*State Clearinghouse No. 2018061048*



**City of Los Angeles**



**Department of  
Recreation and Parks**



**Bureau of Engineering  
Environmental  
Management Group**

City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600  
Los Angeles, California 90015

**August 2019**



## **Introduction**

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to provide for monitoring of the mitigation measures required by certification of the Rancho Cienega Celes King III Pool Demolition Project (proposed project) Final Environmental Impact Report (EIR). Section 21081.6 of the Public Resources Code and Section 15091(d) of the CEQA Guidelines require public agencies to “adopt a reporting or monitoring program for changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” The lead agency must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project.

The City of Los Angeles Bureau of Engineering (BOE) is the lead agency for the proposed project and is responsible for administering and implementing the MMRP. The MMRP stipulates how all required mitigation measures are to be implemented and completed during the appropriate project phase. It also facilitates documentation necessary to verify that mitigation measures were in fact properly implemented.

## **Mitigation Monitoring and Reporting Program Procedures**

This MMRP gives BOE the primary responsibility for taking all actions necessary to implement the mitigation measures according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. BOE’s designated environmental monitor will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems. BOE, at its discretion, may delegate responsibility for measure implementation and monitoring, or portions thereof, to other responsible individuals, such as a licensed contractor. Specific responsibilities for BOE include:

- Coordination of all mitigation monitoring activities
- Management of the preparation, approval, and filing of monitoring or permit compliance reports
- Maintenance of records concerning the status of all approved mitigation measures
- Quality control assurance of field monitoring personnel
- Coordination with other agencies regarding compliance with mitigation or permit requirements
- Reviewing and recommending acceptance and certification of implementation documentation
- Acting as a contact for interested parties or surrounding property owners who wish to register concerns regarding environmental issues; verifying any such circumstances; and developing any necessary corrective actions



## **Resolution of Noncompliance Complaints**

Any person or agency may file a complaint regarding noncompliance with the mitigation measures addressed in the MMRP. The complaint shall be directed to BOE at the mailing or e-mail addresses listed below in written form providing detailed information on the purported violation.

Ms. Shokoufe Marashi, Environmental Supervisor I  
City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600  
Los Angeles, California 90015  
E-Mail: Shokoufe.Marashi@lacity.org

BOE will investigate any complaints filed to determine the validity of the complaint. If noncompliance with a mitigation measure is verified, BOE will take the necessary action(s) to remedy the violation. The complainant will receive written confirmation indicating the results of the investigation, including any corrective action that was implemented in response to the specific noncompliance issue.

## **Mitigation Monitoring and Reporting Program Matrix**

The MMRP is organized in a matrix format. The first column identifies the mitigation measure. The second column, entitled "Time Frame for Implementation," refers to when monitoring will occur. The timing for implementing mitigation measures, and the definition of the approval process has been provided to assist BOE staff to plan for monitoring activities. The third column, entitled "Responsible Agency," refers to the agency responsible for ensuring that the mitigation measure is implemented. The fourth column, entitled "Monitoring Party," refers to the party that will conduct the monitoring to ensure compliance with the mitigation measure. The fifth column, entitled "Monitoring Period", indicates when monitoring will occur during implementation of the Project. The mitigation measures are presented by environmental issue area.

## Mitigation Monitoring and Reporting Program

SCH No. 2018061048

### Rancho Cienega Celes King III Pool Demolition Project Final Environmental Impact Report

Mitigation Measure	Time Frame for Implementation	Responsible Agency	Monitoring Party	Monitoring Period
<b>Cultural Resources</b>				
<b>CR-A:</b> Prior to demolition, Secretary of the Interior-qualified professionals in history or architectural history shall perform photo recordation and documentation consistent with HABS documentation. HABS-type documentation shall consist of large-format archival photographs, reproductions of historic drawings, if available, a sketch map, and written data (e.g., historic context, building description) that comprise a detailed record that reflects the building's historical significance. Following completion of the HABS-type documentation, the materials shall be placed on file with LABOE, the Los Angeles Public Library, and the LA Conservancy.	Prior to construction	BOE	Secretary of the Interior-qualified professionals in history or architectural history	Prior to demolition
<b>CR-B:</b> A display and interpretive material for public exhibition concerning the history of the Rancho Cienega Sports Complex and the Celes King III Indoor Pool shall be developed. The display and interpretive material shall incorporate information produced in the HABS-like documentation and historical research related to the historical resource. This display and interpretive material shall be available to the public in a physical and/or digital format, such as a poster or website page.	After construction	BOE	BOE in consultation with Secretary of the Interior-qualified professionals in history or architectural history	One time post-construction
<b>CR-C:</b> Archaeological monitoring shall consist of spot checking until native soils are observed, at which time monitoring will be conducted full time. The archaeological monitor shall have the authority to redirect construction equipment in the event potential archaeological resources are encountered. If archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment or further investigation of the resource is determined by a qualified archaeologist in accordance with the provisions of CEQA Guidelines Section 15064.5. In addition, it is recommended that the construction personnel and staff receive training on possible archaeological resources that may	During construction	BOE	Qualified Archaeologist	Ongoing during construction

Mitigation Measure	Time Frame for Implementation	Responsible Agency	Monitoring Party	Monitoring Period
be present in the area to establish an understanding of what to look for during ground-disturbing activities.				
<b>CR-D:</b> Excavations into undisturbed older Quaternary layers, which vary in depth within the project site, shall be monitored. Monitoring shall consist of spot checking until native soils are observed, at which time monitoring shall be conducted full-time. In the event that potential paleontological resources are encountered, a qualified paleontologist shall be retained to recover and record any fossil remains discovered. Any fossils, should they be recovered, shall be prepared, identified, and catalogued before curation in an accredited repository designated by the lead agency	During construction	BOE	Qualified Paleontologist	Ongoing during construction
<b>Hazards and Hazardous Materials</b>				
<b>HAZ-A:</b> Prior to demolition of the Celes King III Pool building, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels.	Prior to construction	BOE	Licensed Abatement Contractor	Prior to demolition
<b>Noise</b>				
<b>NOI-A:</b> Construction equipment shall be properly maintained and equipped with mufflers.	During construction	BOE	Department of Public Works Contracts Administration Bureau Construction Inspector	Ongoing during construction
<b>NOI-B:</b> Construction equipment shall have rubber tires instead of tracks.	During construction	BOE	Department of Public Works Contracts Administration Bureau	Ongoing during construction

Mitigation Measure	Time Frame for Implementation	Responsible Agency	Monitoring Party	Monitoring Period
			Construction Inspector	
<b>NOI-C:</b> Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.	During construction	BOE	Department of Public Works Contracts Administration Bureau Construction Inspector	Ongoing during construction
<b>NOI-D:</b> A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern.	During construction	BOE	Department of Public Works Contracts Administration Bureau Construction Inspector	Ongoing during construction
<b>NOI-E:</b> The construction manager shall coordinate with the site administrator for Dorsey High School to schedule construction activity such that student exposure to noise is minimized.	Prior to and during construction	BOE	Department of Public Works Contracts Administration Bureau Construction Inspector	Ongoing during construction
<b>NOI-F:</b> The public shall be notified in advance of the location and dates of construction hours and activities.	Prior to and during construction	BOE	Department of Public Works Contracts Administration Bureau Construction Inspector	Ongoing during construction
<b>NOI-G:</b> Construction activities shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. when located within 500 feet of occupied sleeping quarters or other land uses sensitive to increased nighttime noise levels.	Prior to construction	BOE	Department of Public Works Contracts Administration Bureau Construction Inspector	Ongoing as needed during construction

Mitigation Measure	Time Frame for Implementation	Responsible Agency	Monitoring Party	Monitoring Period
<p><b>NOI-H:</b> If Mitigation Measures NOI-A through NOI-G do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted (e.g., Mitigation Measure NOI-D).</p>	<p>During construction</p>	<p>BOE</p>	<p>Department of Public Works Contracts Administration Bureau Construction Inspector</p>	<p>Ongoing during construction</p>
<p><b>Tribal Cultural Resources</b></p>				
<p><b>TCR-A:</b> A trained Native American consultant or consultants shall be engaged to monitor ground-disturbing work in the area containing the Native American cultural resources. The consultant or consultants shall be selected from the interested Native American parties who consulted on the project, which include the Gabrieleno Band of Mission Indians – Kizh Nation and the Gabrielino Tongva Indians of California Tribal Council, as of the date of this document. This monitoring shall occur on an as-needed basis as determined by BOE in consultation with interested tribes, and shall be intended to ensure that Native American concerns are taken into account during the construction process. The Native American consultant will report findings to BOE or its archaeological consultant, which will disseminate the information to the consulting Native American parties. The Native American parties identified by the NAHC shall be consulted regarding the treatment and final disposition of any materials of Native American origin found during the course of the project, if any, and will assist BOE in determining whether these materials constitute tribal cultural resources.</p>	<p>Prior to and during construction</p>	<p>BOE</p>	<p>Native American Monitor</p>	<p>Ongoing as needed during construction</p>

**Findings of Fact and Statement of Overriding Considerations  
for Adoption of a  
Final Environmental Impact Report**

**Rancho Cienega Celes King III Pool  
Demolition Project**  
*State Clearinghouse No. 2018061048*



City of Los Angeles Department of Public Works  
Bureau of Engineering, Environmental Management Group  
1149 South Broadway, Suite 600  
Los Angeles, California 90015

**August 2019**

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# 1.0 INTRODUCTION

## 1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) (Public Resources Code Section 21081) and the CEQA Guidelines (Section 15901) require that no public agency approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant effects of the project on the environment unless both of the following occur:

- (a) The public agency makes one or more of the following possible findings with respect to each significant effect:
  1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
  2. Changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
  3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

As required by CEQA, the City of Los Angeles Department of Public Works, Bureau of Engineering (BOE) expressly finds that the Final EIR for the Rancho Cienega Celes King III Pool Demolition Project (the proposed project) reflects BOE's independent review and judgment. In accordance with the provisions of CEQA and the CEQA Guidelines, BOE adopts these Findings as part of its certification of the Final EIR.

In conjunction with its adoption of these Findings, BOE has reviewed and considered a substantial amount of material, including, but not limited to, the following:

- Rancho Cienega Celes King III Pool Demolition Project Initial Study;
- Rancho Cienega Celes King III Pool Demolition Project Draft EIR and all appendices and technical reports thereto; and
- Comments and Responses to Comments on the Rancho Cienega Celes King III Pool Demolition Project Draft EIR.

## 1.2 ORGANIZATION OF CEQA FINDINGS OF FACT

The content and format of this CEQA Findings of Fact and Statement of Overriding Considerations is designed to meet the latest CEQA Statutes and Guidelines. The document is organized into the following sections:

**Chapter 1, Introduction**, outlines the organization of this document and identifies the location and custodian of the record of proceedings.

**Chapter 2, Project Description**, describes the location and existing setting, objectives, characteristics, and the required permits and approvals for the proposed project.

**Chapter 3, CEQA Review and Public Outreach**, describes the steps BOE has undertaken to comply with the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the Draft and Final EIRs.

**Chapter 4, Findings of No Environmental Effects**, provides a summary of those environmental issue areas where no reasonably foreseeable impacts would occur.

**Chapter 5, Findings of Less Than Significant Environmental Effects without Mitigation**, provides a summary of impacts determined to be below the threshold of significance without the incorporation of mitigation measures.

**Chapter 6, Findings of Less Than Significant Environmental Effects with Mitigation**, provides a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures would avoid or substantially reduce the environmental effects to less than significant levels.

**Chapter 7, Findings of Significant Environmental Effects**, provides a summary of potentially significant environmental effects for which no feasible mitigation measures are identified or for which implementation of identified feasible mitigation measures would not avoid or substantially reduce the environmental effects to less than significant levels.

**Chapter 8, Findings Regarding Project Alternatives**, provides a summary of the alternatives considered for the proposed project.

**Chapter 9, Findings on Mitigation Monitoring and Reporting Program**, provides a brief discussion of the project's compliance with the CEQA Guidelines regarding the adoption of a program for reporting and monitoring.

**Chapter 10, Findings on Changes to the Draft EIR and Recirculation**, provides a summary of the changes to the Draft EIR in response to public comments received and findings that changes to the Draft EIR do not require recirculation of the Draft EIR for public review.

**Chapter 11, Statement of Overriding Considerations**, presents the Statement of Overriding Considerations for the significant adverse effects that cannot be avoided, even with the implementation of proposed mitigation measures.

## **1.3 RECORD OF PROCEEDINGS**

The documents and other materials that constitute the record of proceedings upon which project approval is based are located at 1149 South Broadway, Suite 600, Los Angeles. The City of Los Angeles Department of Public Works, Bureau of Engineering, Environmental Management Group is the custodian of such documents and other materials that constitute the record of proceedings. The record of proceedings is provided in compliance with *Public Resources Code* Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

## **2.0 PROJECT DESCRIPTION**

### **2.1 PROJECT LOCATION AND SETTING**

The project site comprises approximately 0.4-acres and is currently occupied by the Celes King III Indoor Pool, located in the southeast quadrant of the Rancho Cienega Sports Complex at 5001 Obama Boulevard (formerly Rodeo Road) in the City of Los Angeles. The project site is centrally located in the West Adams-Baldwin Hills-Leimert community of the City of Los Angeles.

The project site has historically been used as a recreation facility, inclusive of the Celes King III Pool building which was constructed in the 1960s. The Celes King III Pool building is a cinder-block/concrete walled, steel-supported structure that consists of offices, locker rooms, and support facilities located at the northern end of the building with the pool area located to the south.

The project site is immediately surrounded by a paved parking lot to the west, a tennis shop and the Ira C. Massey Child Care Center to the north, tennis courts to the east, and Obama Boulevard to the south. Generally, the Rancho Cienega Sports Complex is bounded by the Los Angeles County Metropolitan Transportation Authority Expo Line light rail transit system to the north (along Exposition Boulevard), Dorsey High School to the east, residential land uses to the south across Obama Boulevard, and commercial land uses to the west.

Regional access to the project site is provided via Interstate 10 and Interstate 405. The project site is immediately served by Obama Boulevard and Martin Luther King Jr. Boulevard to the south, La Brea Avenue to the west, Exposition Boulevard to the north and Farmdale Avenue to the east.

### **2.2 PROJECT OBJECTIVES**

The overall purpose for the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. The existing Celes King III Pool no longer meets the standards for competition pools, and has become a maintenance concern for the City of Los Angeles Department of Recreation and Parks (LARAP).

The objectives of the proposed project are:

- To alleviate the maintenance concerns for the existing Celes King III Pool.
- To provide additional upgraded playground facilities in a densely populated area.
- To provide additional landscaping for the park for relaxation and enjoyment.
- To remove and properly dispose hazardous materials used in the construction of the Celes King III Pool.

### **2.3 SUMMARY OF THE PROPOSED PROJECT**

The proposed project would conduct required hazardous materials abatement, drain water from the existing Celes King III Pool, and demolish the Celes King III Pool building. Following demolition, construction activities would include infill of the pool pit, rough grading of the site, utility installations, landscaping and hardscaping, and installation of playground and shade structures. The proposed playground would be centrally located in the southern portion of the project site,

where the existing Celes King III Pool building is currently located. The surface of the playground would consist of soil rubber material. Proposed playground equipment would include a jungle gym and swings, or similar play structures. Benches would be provided within and around the playground area. The lawn area would be located to the north of the playground area and would include landscaped elements. Trees, hedges, and planters would be located throughout the project site. The design of the community front lawn and playground would incorporate lighting and other security measures. Demolition and construction activities would last approximately 12 months from December 2020 to December 2021. Following construction, the community front lawn and playground area would be passive recreation uses.

## **2.4 DISCRETIONARY ACTIONS**

An EIR is a public document used by a public agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid environmental damage (CEQA Guidelines, Section 15121). As an informational document, an EIR does not recommend for or against approving a project. The main purpose of an EIR is to inform governmental decision makers and the public about potential environmental impacts of the project.

The EIR prepared for the proposed project will be used by BOE, as the lead agency under CEQA, in making decisions with regard to the adoption of the proposed project and the subsequent construction and operation of the proposed project. Various permits and approvals would be required to approve and implement the proposed project. These may include, but not be limited to the following:

### **State of California, Los Angeles Regional Water Quality Control Board**

- National Pollutant Discharge Elimination System Permit for stormwater discharge

### **City of Los Angeles Department of Building and Safety**

- Building Permit
- Grading Permit

### **City of Los Angeles**

- Permits for disposal of materials and haul routes

### **City of Los Angeles Department of Recreation and Parks**

- Project and design review
- EIR Approval

### **3.0 CEQA REVIEW AND PUBLIC OUTREACH**

BOE has complied with the CEQA Guidelines during the preparation of the EIR for the proposed project. The Draft EIR, dated March 2019, was prepared after soliciting input from the public, responsible agencies, and affected agencies through the EIR scoping process. The “scoping” of the EIR was conducted utilizing several of the tools available under CEQA. In accordance with Section 15063 of the CEQA Guidelines, a Notice of Preparation (NOP) and Initial Study were prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on June 21, 2018. The NOP was posted in the Los Angeles County Clerk’s office for 30 days, as well as the City Clerk’s office. A public scoping meeting was held near the project site at the Ira C. Massey Childcare Center in the Rancho Cienega Sports Complex in Los Angeles on June 28, 2018, to solicit input on the proposed project. The NOP was also submitted to the California Office of Planning and Research (State Clearinghouse) to officially solicit participation in determining the scope of the EIR. Information requested and input provided during the NOP comment period regarding the scope of the EIR are included in the EIR.

The Draft EIR was circulated for a 45-day public review and comment period starting on March 28, 2019 and concluding on May 13, 2019. The timeframe of the public review period was identified in the Notice of Availability (NOA) attached to the Draft EIR. The public review period was conducted pursuant to CEQA and its implementing guidelines. The purpose of the public review period was to provide interested public agencies, organizations, and individuals the opportunity to comment on the contents and accuracy of the document. The Draft EIR and the Notice of Completion (NOC) were distributed to the California Office of Planning and Research, State Clearinghouse. Relevant agencies also received copies of the document. The NOA was distributed to approximately 75 relevant legislators, agencies and community stakeholders, and approximately 630 individuals. The NOA informed them of where they could view the document and how to comment. Copies of the Draft EIR document were made available to the public for review at two local libraries, the City Council District 10 local office, and at the BOE office. An electronic copy of the document was also posted online. The NOA was filed by BOE at the City Clerk’s office on March 22, 2019. The NOA was also filed with the County Clerk on March 28, 2019.

A public meeting was held during the Draft EIR public review period to solicit comments from interested parties on the Draft EIR. Information regarding the public meeting was included in the NOA, which was widely distributed, as described above. The Draft EIR public meeting was held on April 11, 2019, at the Ira C. Massey Child Care Center in the Rancho Cienega Sports Complex.

A Final EIR has been completed and includes written comments received by mail and electronic-mail on the Draft EIR, oral comments received at the Draft EIR public meeting, written responses to the written and oral comments received, and the associated changes to the Draft EIR.

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## **4.0 FINDINGS OF NO ENVIRONMENTAL EFFECTS**

Based on the Initial Study, Draft EIR, Final EIR and the record of proceedings, BOE finds that the proposed project would have no impacts associated with aesthetics (scenic vistas, scenic resources within a state scenic highway, and light and glare); agriculture and forestry resources; biological resources (sensitive natural communities, wetlands, and conservation plans); geology and soils (fault rupture, seismic ground shaking, landslide, expansive soil, alternative wastewater disposal systems); hazards and hazardous materials (public airport, private airstrip, and wildland fires); hydrology and water quality (groundwater, housing or structures within a 100-year flood hazard area, and inundation by seiche, tsunami, or mudflow); land use and planning; mineral resources; noise (public airport and private airstrip); population and housing; public services; recreation (increased use of existing parks); and transportation and traffic (congestion management program, changes in air traffic patterns, hazardous design feature, emergency access, and alternative transportation). Because the finding of No Impact was made in the Initial Study and because no further information was received or identified during the scoping process, these environmental issue areas were not carried forward for detailed analysis in the EIR. Additionally, the environmental analysis in the EIR determined that the proposed project would have no impacts associated with noise (permanent increase in ambient noise levels).

### **4.1 AESTHETICS – Scenic Vistas/Scenic Resources within a State Scenic Highway/Light and Glare**

The West Adams-Baldwin Hills-Leimert Community Plan does not delineate or designate any specific views as scenic vistas within the project area. Construction of the proposed project would result in short-term impacts to aesthetics due to the presence of construction equipment and materials in the visual landscape; however, the project site is not located within a scenic vista. During operation, the proposed project would include a community lawn with landscaping and a playground area, consistent with the current visual elements of the project area. Therefore, no impacts related to scenic vistas would occur.

A portion of Obama Boulevard, located approximately 0.28-miles west of the project site, is a locally designated scenic highway in the West Adams-Baldwin Hills-Leimert Community Plan. However, the project site is not visible from the portion of Obama Boulevard which is locally designated as a scenic highway. Additionally, no scenic resources such as groves of trees or rock outcroppings are located on the project site. Therefore, no impacts related to scenic resources would occur.

The project site is currently illuminated by existing lighting on-site, existing lighting within the Rancho Cienega Sports Complex, and adjacent street lights along Obama Boulevard to the south. Project construction would occur during daylight hours, and therefore, would not require nighttime lighting. The proposed project would include installation of new security lighting in the community lawn and playground area, which would operate regularly, similar to existing on-site lighting. The nighttime lighting fixtures that would be installed would direct the light to within the landscaped and playground area, and no spillover impacts would occur at surrounding properties. Therefore, no impact would occur related to a substantial source of light or glare that would result in adverse effects to day/nighttime views of the area.



### **4.1.1 Findings**

Based on the Initial Study, Draft EIR, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to scenic vistas, scenic resources within a state scenic highway, and light and glare.

## **4.2 AGRICULTURE AND FORESTRY RESOURCES**

No prime or unique farmland, or farmland of statewide importance exists within the project area or vicinity. Additionally, no land on or near the project site is zoned for or contains agricultural uses. As the City of Los Angeles does not participate in the Williamson Act, there are no Williamson Act properties within the project site. The project site is zoned OS (Open Space). The OS Zone allows for natural resource preserves for the managed production of resources, including forest lands. However, there are no forest land or timberland areas in the vicinity of the project. Therefore, no impact to agriculture and forestry resources would occur.

### **4.2.1 Findings**

Based on the Initial Study, Draft EIR, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to agricultural and forestry resources.

## **4.3 BIOLOGICAL RESOURCES – Sensitive Natural Communities/ Wetlands/Conservation Plans**

The project site is located in the heavily-urbanized West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles, and is currently developed with the Celes King III Pool. The proposed project would involve demolition and construction within the existing boundary of the Celes King III Pool and no native vegetation exists within the project site. As such, there would be no direct impacts to sensitive plants, wildlife, or vegetation communities.

Additionally, no sensitive communities or surface drainages occur within the project site. Additionally, the project site does not coincide with the boundaries of any adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, no impacts would occur related to sensitive natural community, riparian habitat, federal- or state-protected wetlands, or conflict with an approved conservation plan.

### **4.3.1 Findings**

Based on the Initial Study, Draft EIR, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to sensitive natural communities, wetlands, or habitat or natural community conservation plans.

## **4.4 GEOLOGY AND SOILS – Fault Rupture/Seismic Ground Shaking/ Landslides/Expansive Soil/Alternative Wastewater Disposal Systems**

The project site is not located within a State of California Earthquake Fault Zone/Alquist-Priolo Special Study Zone. The project site is located in a seismically active area, as is most of southern

California. The Newport-Inglewood fault is the closest fault to the project site and is located approximately 1.3 miles southwest of the site. Additionally, an active trace of the Newport-Inglewood fault may be within approximately 0.5-miles from the southwest portion of the project site. However, no active faults are known to cross the project site. Following demolition of the Celes King III Pool, the project site would be graded, landscaped, and converted to a community front lawn and playground area. The proposed project does not include the construction of any habitable structures. The proposed project would not expose people or structures to potential adverse effects from the rupture of a known earthquake fault, or strong seismic ground shaking. No impact would occur.

The project site is located in an area that is relatively flat and is not identified as a potential landslide hazard area by the City or state. Additionally, the project site is not located within a City-designated hillside area or earthquake induced landslide area. The proposed project would not include the construction of any habitable structures. Therefore, no impacts related to exposure of people or structures to potential adverse effects from landslides would occur.

Subsidence is the lowering of surface elevation due to changes occurring underground. The proposed project would not include the extraction of any groundwater, oil, or gas from the project site. Clay-based soils are typically susceptible to expansion. According to the geotechnical investigation conducted for the Rancho Cienega Sports Complex Project, the portion of the Rancho Cienega Sports Complex containing the project site is identified as clay and sand of pre-development marshlands. Nonetheless, the proposed project would not include the construction of any habitable structures. Therefore, no impacts related to subsidence or expansive soils would occur.

Construction and operation of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact related to the use of such systems would occur.

#### **4.4.1 Findings**

Based on the Initial Study, Draft EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to fault rupture, seismic ground shaking, landslides, expansive soils, or the use of alternative wastewater disposal systems.

### **4.5 HAZARDS AND HAZARDOUS MATERIALS – Public Airport/Private Airstrip/Wildland Fires**

The project site is not located within an airport land use plan, or within two miles of a public airport, public use airport, or private airstrip. The nearest airports are the Santa Monica Municipal Airport and the Los Angeles International Airport, located approximately 5.3 miles west and 5.6 miles southwest, respectively. The proposed project would not interfere with air traffic of any airports. Therefore, no impact related to airports would occur.

The project site is not located within a designated High Fire Hazard Severity Zone according to the City of Los Angeles General Plan. The project site and surrounding areas are completely developed and there are no wildlands adjacent to the site. Therefore, no impact related to wildland fires would occur.

#### **4.5.1 Findings**

Based on the Initial Study, Draft EIR, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to public airports, private airstrips, or wildland fires.

### **4.6 HYDROLOGY AND WATER QUALITY – Groundwater, Housing or Structures within a 100-Year Flood Hazard Area/Inundation by Seiche, Tsunami, or Mudflow**

The proposed project would not require excavation that would encounter groundwater or affect the rate of groundwater recharge, or involve the extraction of groundwater. Therefore, no impact would occur.

No 100-year flood zones coincide with the project site. According to the Flood Insurance Rate Map containing the project area, the entire project site is located within an area designated as Zone X, which is categorized as an area that is within a 500-year flood zone. Notwithstanding, the proposed project does not include construction of housing or structures. Therefore, no impacts related to placement of housing or structures within a 100-year flood hazard area would occur.

The project site is not located near an enclosed large body of water that could experience seiches during an earthquake. Additionally, the project site is located approximately 7.2 miles from the Pacific Ocean and is not located within a tsunami hazard area. Furthermore, the project site is not located within a City-designated hillside area and would not be subject to mudflows. Therefore, no impacts related to inundation by seiche, tsunami, or mudflow would occur.

#### **4.6.1 Findings**

Based on the Initial Study, Draft EIR, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to groundwater, housing or structures within a 100-year flood hazard area, or inundation by seiche, tsunami, or mudflow.

### **4.7 LAND USE AND PLANNING**

The project site is located within the existing Rancho Cienega Sports Complex in the West Adams-Baldwin Hills-Leimert Community of the City of Los Angeles. The proposed project would demolish the existing Celes King III Pool, cover the project site with landscaping, and convert the area to a playground area. Neither construction nor operation of the proposed project would include features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to, or otherwise create a physical barrier within, an established community. Therefore, no impacts related to physically dividing an established community would occur.

The project site is currently zoned OS and designated as Open Space in the General Plan. No new land uses would be introduced, and the project site would continue to include recreational uses, similar to existing conditions. The *West Adams-Baldwin Hills-Leimert Community Plan* advocates improving the utilization and development of recreational facilities at existing parks as well as accommodating active parklands. As such, the proposed project would be consistent with

land use plans and policies applicable to the project site. Therefore, no impacts related to applicable land use plans would occur.

As previously discussed, the project site is not located in a habitat conservation plan or a natural community conservation plan area. As such, the proposed project would not conflict with the provisions of an approved conservation plan, and no impact would occur.

#### **4.7.1 Findings**

Based on the Initial Study, Draft EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to land use and planning.

### **4.8 MINERAL RESOURCES**

The area surrounding the project site is currently zoned for residential and open space uses. No classified or designated mineral deposits of statewide or regional significance are known to occur on the project site. Therefore, no impacts related to the permanent loss of or access to any significant mineral or oil resources would occur.

#### **4.8.1 Findings**

Based on the Initial Study, Draft EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to mineral resources.

### **4.9 NOISE – Permanent Increase in Ambient Noise Levels/Public Airport/Private Airstrip**

Construction activity would be temporary and would conclude at the completion of the approximately 12-month proposed project construction schedule. Therefore, construction of the proposed project would result in no impact related to a permanent increase in ambient noise levels. Operation of the proposed project would not generate new traffic or include a significant source of mechanical noise. Maintenance (i.e., landscaping) activities would comply with the provisions of LAMC Section 112.04 and would be similar to existing conditions. Therefore, the proposed project would result in no impact related to a permanent increase in ambient noise levels.

The project site is not located within an airport land use plan nor is it located within two miles of a public airport or private airstrip. The nearest public use airport to the project site is the Santa Monica Municipal Airport, located approximately 5 miles to the west. Due to the distance from the nearest airport, the proposed project would not expose people working or residing in the project area to excessive airport noise. Therefore, no impacts related to airport noise would occur.

#### **4.9.1 Findings**

Based on the Initial Study, Draft EIR, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to a permanent increase in ambient noise levels, or noise from public airports and private airstrips.

## **4.10 POPULATION AND HOUSING**

The proposed project would not directly or indirectly induce substantial population growth because it does not include a residential or commercial element. It is anticipated that construction workers would be local to the project area and would not relocate. Therefore, no impacts related to substantial direct or indirect population growth would occur.

The project site does not contain any housing or residential uses. As such, no housing or population would be displaced or changed as a result of the proposed project. Therefore, no impacts related to displacement would occur.

### **4.10.1 Findings**

Based on the Initial Study, Draft EIR, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to population and housing.

## **4.11 PUBLIC SERVICES**

The proposed project does not include the development of any residential uses and no direct or indirect employment or population growth would occur. As such, the proposed project would not increase fire hazards or substantially increase the demand for fire protection services. Additionally, the proposed project would not increase the need for additional police protection services or adversely affect service ratios or response times. Furthermore, there would be no increase in the demand for schools, parks, or other public facilities in the area. Therefore, no impacts relating to public services would occur.

### **4.11.1 Findings**

Based on the Initial Study, Draft EIR, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to an increase in the demand for public services.

## **4.12 RECREATION – Increased Use of Existing Parks**

The approved Rancho Cienega Sports Complex Project would construct a new indoor pool facility prior to the demolition of the existing Celes King III Pool. Additionally, there are three other indoor pools located within a five-mile radius of the project site. The demand for parks and recreational facilities is generally associated with an increase in housing or population. Construction workers would be drawn from the existing workforce in the region. As such, construction of the proposed project would not generate new permanent residents that would substantially increase the use of existing parks and recreational facilities. Following demolition of the Celes King III Pool, the project site would include a community front lawn and playground facilities. Therefore, the proposed project would not induce growth, either directly or indirectly. No impacts related to the increased use of existing neighborhood parks would occur.

### **4.12.1 Findings**

Based on the Initial Study, Draft EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to the increased use of existing parks.

#### **4.13 TRANSPORTATION AND TRAFFIC – Congestion Management Program/Changes in Air Traffic Patterns/Hazards Due to Design Feature/Emergency Access/Alternative Transportation**

Project-related traffic impacts may potentially occur during construction activities only. The County of Los Angeles Congestion Management Program level of significance thresholds are not intended to be applied to construction activities. No traffic impacts are anticipated to occur during project operation due to the passive nature of the project. Therefore, no impacts related to conflict with an applicable congestion management program would occur.

The nearest airport to the project site is the Santa Monica Municipal Airport, located approximately 5 miles to the west. The proposed project would not include any above-ground structures that could be a hazard to aircraft navigation, and would not otherwise change air traffic patterns. Additionally, construction and operation of the proposed project would not generate air traffic. Therefore, no impacts related to changes in air traffic patterns would occur.

The project site is located entirely within the existing site of the Celes King III Pool at the Rancho Cienega Sports Complex. No new roads would be constructed and the proposed project would be consistent with the existing land use. Therefore, no impacts related to increase hazards due to a design feature or incompatible land uses would occur.

Obama Boulevard and Martin Luther King Jr. Boulevard have been designated as “selected disaster routes” in the City of Los Angeles General Plan Safety Element. However, construction of the proposed project would occur completely within the boundaries of the project site located within the Rancho Cienega Sports Complex. No road or lane closures are anticipated during demolition and construction activities. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. In addition, operation of the proposed project would not alter the adjacent street system. Therefore, no impacts related to emergency access would occur.

As previously discussed, the project site lies entirely within the boundaries of the Rancho Cienega Sports Complex. The existing sidewalk fronting the project site along Obama Boulevard and any bus stops would remain accessible during and after construction in order to ensure safe pedestrian travel and convenient transit access. Therefore, no impacts related to alternative transportation modes or supporting programs would occur.

##### **4.13.1 Findings**

Based on the Initial Study, Draft EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in no reasonably foreseeable impacts relating to the applicable congestion management program, changes in air traffic patterns, hazardous design features, emergency access, or alternative modes of transportation.

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## **5.0 FINDINGS OF LESS THAN SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION**

Based on the Final EIR and the record of proceedings, BOE finds that the proposed project would have less than significant environmental effects associated with aesthetics (visual character); air quality (air quality plan, air quality standards, increase in criteria pollutant concentrations, exposure of sensitive receptors to pollutant concentrations, objectionable odors, and operational emissions); biological resources (special status species, wildlife corridors, local policies and ordinances); cultural resources (human remains); geology and soils (liquefaction and soil erosion); greenhouse gas emissions; hazards and hazardous materials (hazardous waste sites and emergency response or evacuation); hydrology and water quality (water quality standards, drainage pattern changes resulting in erosion or flooding, stormwater drainage system capacity, degradation of water quality, and flooding resulting from failure of a dam); noise (vibration); recreation (construction or expansion of recreational facilities); transportation and traffic (conflict with an applicable plan, ordinance, or policy); tribal cultural resources (California Register of Historical Resources); and utilities and service systems.

BOE also finds that the proposed project would not cause cumulatively considerable impacts to air quality, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation and traffic. Each of these issues, as well as the potential irreversible environmental changes and growth inducing impacts associated with the proposed project are discussed in this section.

### **5.1 AESTHETICS – Visual Character**

The proposed project would be consistent with Chapter 3, Land Use & Urban Design, of the *West Adams-Baldwin Hills-Leimert Community Plan*. The focus of the plan is on “elimination of urban decay through the revitalization of underutilized opportunity sites; conserving prevailing neighborhood character; making walking, bicycling, and public transportation convenient, safe, and enjoyable, and providing strategies to fuse previously disconnected neighborhoods together, socially, culturally, as well as structurally.” The proposed project would adhere to the design guidelines discussed in the *West Adams-Baldwin Hills-Leimert Community Plan* by utilizing the project site as an additional playground area because the existing Celes King III Pool no longer meets the standards for competition pools and a new indoor pool facility would be built as part of the approved *Rancho Cienega Sports Complex Project*. The proposed project has the potential for short-term aesthetic effects during construction activities due to construction equipment and materials on-site. These effects would be temporary and occur within the project site boundaries. Therefore, less than significant impacts related to visual character would occur.

#### **5.1.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant aesthetics impacts to visual character.



## **5.2 AIR QUALITY – Air Quality Plan/Air Quality Standards/Increase in Criteria Pollutant Concentrations/Exposure of Sensitive Receptors to Pollutant Concentrations/Objectionable Odors/Operational Emissions/Cumulative Impacts**

Construction of the proposed project would involve the use of off-road equipment, haul trucks, and worker commute trips. Assumptions for off-road equipment emissions in State Implementation Plan were developed based on hours of activity and equipment population reported to the California Air Resources Board for rule compliance. The use of construction equipment in the 2016 Air Quality Management Plan (AQMP) is estimated for the region on an annual basis, and construction-related emissions are estimated as an aggregate in the AQMP. The project would not increase the assumptions for off-road equipment use in the AQMP. The proposed project is consistent with the existing zoning at the project site. In addition, there would be no significant net increase in emissions during operations as the proposed project is intended for passive uses. Therefore, the proposed project would not substantially increase population or employment in the planning area and would not generate vehicle trips that exceed the current assumptions used to develop the City of Los Angeles General Plan, Regional Transportation Plan, and AQMP. Therefore, it is reasonable to assume that the intensity of construction and operational emissions have been accounted for in the 2016 AQMP. As such, construction impacts related to conflict with or obstruction of implementation of the applicable air quality plan would be less than significant.

Construction of the proposed project would result in the temporary generation of criteria pollutant emissions from demolition and construction of project components. Construction-related emissions would not exceed the regional or local thresholds of significance. Therefore, construction impacts related to emissions violating an ambient air quality standard or contributing substantially to an existing violation would be less than significant. Additionally, air pollutant emissions associated with construction of the proposed project would not exceed any of the South Coast Air Quality Management District (SCAQMD) regional and localized thresholds of significance. Therefore, the proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants and the impact would be less than significant.

Sensitive receptors within the vicinity of the proposed project include Dorsey High School adjacent and to the east of the project site, Ira C. Massey Child Care Center (occupied from 3:00 p.m. to 6:00 p.m.) adjacent and to the north of the project site, and multi-family residences approximately 125 feet south of the project site. As discussed, construction-related air pollutant emissions would not exceed SCAQMD thresholds of significance. The criteria air pollutant emissions associated with the proposed project would not expose sensitive receptors to substantial criteria pollutant concentrations. Additionally, excess lifetime cancer risks, chronic noncancer hazard index (HI), and acute noncancer HI were estimated as part of the Health Risk Assessment (HRA) conducted for the *Rancho Cienega Sports Complex Project*. The results of the HRA concluded that the maximum cancer risk and hazard index due to the unmitigated construction emissions would be far below the SCAQMD cancer risk thresholds of 10 in 1 million and hazard indices of 1.0. Based on the shorter construction schedule, smaller project site, and fewer pieces of equipment required for the proposed project compared to the *Rancho Cienega Sports Complex Project*, it can be assumed that the construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations that would result in a health risk. Therefore, the impact would be less than significant.

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. Such odors may be a temporary source of nuisance to adjacent uses; however, odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The odors would be typical of most construction sites and temporary in nature, and would not be considered a significant environmental impact. Operation of the proposed project would not add any new odor sources. As a result, the proposed project's construction and operational activities would not create objectionable odors affecting a substantial number of people. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

During operation, the proposed project would be a passive use consisting of a community front lawn with playground facilities. No long-term air quality impacts are anticipated. Therefore, the proposed project would result in a less than significant impact related to operational emissions.

SCAQMD has indicated that the project-level air quality significance thresholds may be used as an indicator to determine if project emissions contribute considerably to an existing cumulative impact. Air pollutant emissions associated with construction and operation of the proposed project would not exceed any applicable SCAQMD air quality thresholds of significance. Therefore, the proposed project would not contribute to a cumulatively considerable net increase of criteria pollutants. Cumulative air quality impacts would be less than significant.

### **5.2.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant air quality impacts relating to consistency with the applicable air quality plan, air quality standards, increases in criteria pollutant concentrations, exposure of sensitive receptors to pollutant concentrations, objectionable odors, and operational emissions, and would not cause cumulatively considerable air quality impacts.

## **5.3 BIOLOGICAL RESOURCES – Special Status Species/Wildlife Corridors/Local Policies and Ordinances**

Temporary indirect impacts to nesting birds in the vicinity of the project site could occur as a result of noise and dust generated during construction. Disturbances related to construction could result in changes in bird behavior, including nest abandonment or decreased feeding frequency, leading to increased nestling mortality. By avoiding vegetation removal during the nesting bird season or conducting pre-construction surveys to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code, indirect impacts to nesting birds would be less than significant.

The project site is not within an established wildlife corridor, and the proposed project would not interfere with the movement of any native wildlife species. As a result, the proposed project would not interfere with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, and would not impede the use of native wildlife nursery sites. Direct impacts are not anticipated. Additionally, no trees exist within the project site; however, nesting birds may avoid the project vicinity due to increased levels of noise or dust during construction. By avoiding vegetation removal during the nesting bird season or conducting pre-construction surveys to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code, indirect impacts to nesting birds would be less than significant.

Native tree species that measure four inches or more in cumulative diameter, four and one-half

feet above the ground, including native oak (*Quercus* spp.), southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*), are protected by the Los Angeles Municipal Code. Any tree grown or held for sale by a nursery, or trees planted or grown as part of a tree planting program, are not included in the definition of a protected tree. Los Angeles Recreation and Parks (LARAP) also has a tree replacement policy that can be found within the LARAP's Tree Care Manual. The LARAP tree replacement policy requires "whenever trees are removed, the existing trees' aggregate diameter, measures at breast height shall be replacement at an equal or greater rate of caliper of new trees." It is not anticipated that any trees would be removed to accommodate project construction. However, should any trees require removal, the proposed project would comply with the City's tree removal policies related to protected trees and replacing street trees. Therefore, impacts related to conflict with local policies or ordinances, including tree preservation policies, would be less than significant.

### **5.3.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant biological resources impacts to special status species, wildlife corridors, and local policies and ordinances.

## **5.4 CULTURAL RESOURCES – Human Remains**

A California Historical Resources Information System (CHRIS) records search identified sites with human remains less than 0.5 mile from the project area. In the event that any human remains or related resources are discovered, such resources would be treated in accordance with state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate, including CEQA guidelines Section 15064.5(e). If human remains are discovered, they would be evaluated by the county coroner as to the nature of the remains. If the remains are determined to be of Native American origin, the Native American Heritage Commission would be contacted and a Most Likely Descendant identified. Compliance with existing regulations would ensure a less than significant impact to human remains during construction of the proposed project.

### **5.4.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant cultural resources impacts to human remains.

## **5.5 GEOLOGY AND SOILS – Liquefaction/Soil Erosion**

The project site is located within a state- and City-designated liquefaction area. However, the proposed project does not propose to construct any structures that would be susceptible to liquefaction. All demolition and construction work would adhere to the latest version of the City of Los Angeles Building Code and other applicable federal, state, and local codes relative to liquefaction criteria. Therefore, impacts from seismic-related ground failure and unstable unit or soils associated with liquefaction would be less than significant.

The proposed project would include ground-disturbing activities, such as grading, compaction of soil, and landscaping. These activities could result in the potential for erosion to occur at the project site, though soil exposure would be temporary and short-term in nature. Prior to

construction activities, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and identify structural and non-structural Best Management Practices to be implemented during the construction phase. The SWPPP would be implemented to minimize soil erosion and runoff, and would include stabilizing and protecting disturbed areas, retaining sediment within the construction area, and use of temporary measures (i.e. silt fences, gravel bag barriers, temporary drainage inlet protection). No large areas of exposed soil would exist during project operation that would be exposed to the effects of erosion by wind or water. Therefore, impacts related to soil erosion would be less than significant.

### **5.5.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant geology and soils impacts relating liquefaction and soil erosion.

## **5.6 GREENHOUSE GAS EMISSIONS**

Total GHG emissions associated with construction of the proposed project would be approximately 373 million tons (MT) of CO<sub>2</sub>-equivalents (CO<sub>2</sub>e), with the maximum of 339 MT CO<sub>2</sub>e occurring in 2021. When this total is amortized over the 30-year life of the project, annual construction emissions would be approximately 12 MT CO<sub>2</sub>e per year. GHG emissions from area sources (including landscaping equipment), mobile sources, and energy consumption associated with project operations would be anticipated to remain similar to existing conditions. Operational GHG emissions would be limited to indirect emissions associated with nominal water use for landscaping. For the purposes of the GHG analysis, water consumption was assumed to occur over the 0.4-acre project site. The amortized emissions of 15 MT CO<sub>2</sub>e associated with construction and landscaping would be less than the proposed SCAQMD threshold of 1,400 MT CO<sub>2</sub>e per year. Therefore, this impact would be less than significant and no mitigation is required.

GHG emissions are regionally cumulative in nature and it is highly unlikely construction of any individual project would generate GHG emissions of sufficient quantity to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Standard construction procedures would be undertaken in accordance with SCAQMD and CARB regulations applicable to heavy duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to construction equipment maintenance and inspections and emissions standards, as well as diesel fleet requirements including idling time restrictions and maintenance, would ensure that construction of the proposed project would not conflict with GHG emissions reductions efforts. Impacts would be less than significant and no mitigation is required. Additionally, compliance with requirements set forth by SCAQMD and CARB would ensure cumulative GHG emissions impacts would be less than significant.

### **5.6.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant greenhouse gas emissions impacts during construction and operation, and would not cause cumulatively considerable greenhouse gas emissions impacts.

## **5.7 HAZARDS AND HAZARDOUS MATERIALS –Hazardous Materials Sites/Emergency Response or Evacuation/Cumulative Impacts**

The project site is not listed on any hazardous materials site databases. Although no hazardous materials sites exist on the project site, the Rancho Cienega Recreation Center is listed as a land disposal site with a completed cleanup status as of May 26, 2016. In addition, several leaking underground storage tank cleanup sites, two school investigation sites, and one cleanup site exist in the project vicinity. While unlikely, should contaminated soils be encountered during construction of the proposed project, excavated material (e.g., soil) would be monitored and tested prior to disposal. Excavated material that is deemed hazardous would be subject to strict federal, state, and local regulations for its handling, transport, and disposal. These activities would occur under the oversight of the Department of Toxic Substances Control, State Water Resources Control Board, and City of Los Angeles Fire Department. Adherence to federal, state, and local standards would minimize the risk to the public or the environment. Therefore, the impact would be less than significant.

During construction activities, vehicles and equipment would access the project site via the entrance off of Obama Boulevard. No road or lane closures are anticipated during demolition and construction activities. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. In addition, operation of the proposed project would not alter the adjacent street system. Therefore, construction and operation of the proposed project would not impair or interfere with implementation of an adopted emergency response plan or emergency evacuation plan. The impact would be less than significant.

Development of the proposed project in conjunction with related projects has the potential to increase the use, storage, transport, and/or accidental release of hazardous materials during construction. However, compliance with existing regulations would ensure that potential impacts associated with the proposed project would be less than significant. With respect to related projects, each of the related projects would require evaluation for potential hazards. As hazardous materials and risk of upset conditions are largely site-specific, evaluation would occur for each individual project effect, in conjunction with development proposals on these properties. Further, as with the proposed project, all related projects would be required to follow local, state, and federal laws regarding hazardous materials. Therefore, the proposed project would not contribute to a significant cumulatively considerable impact to hazards and hazardous materials.

### **5.7.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, responses to comments, and the whole of the record, BOE finds that the proposed project would result in less than significant hazards and hazardous materials impacts related to hazardous materials site and emergency response or evacuation, and would not cause cumulatively considerable hazards and hazardous materials impacts.

## **5.8 HYDROLOGY AND WATER QUALITY – Water Quality Standards/Drainage Pattern Resulting in Erosion or Flooding/Stormwater Drainage System Capacity/Degradation of Water Quality/Flooding Resulting from Failure of a Dam**

The proposed project would not violate a water quality standard or waste discharge requirement. Demolition and construction activities, such as grading, would result in the disturbance of soil and temporarily increase the potential for soil erosion. Additionally, construction activities and equipment would require the on-site use and storage of fuels and lubricants. Storm events occurring during the construction phase would have the potential to carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters. However, BOE or its contractor would prepare a SWPPP prior to construction that would identify standard Best Management Practices to control runoff from the project site. Upon completion of the proposed project, storm flows would be directed to the existing municipal storm drain system. There would be no exposed soil remaining at the completion of landscaping activities, and there would be no potential for soil erosion or contamination. Therefore, impacts related to water quality would be less than significant.

Construction activities would temporarily increase the potential for erosion due to excavation. However, the proposed project would implement standard Best Management Practices that would minimize impacts during construction. Construction of the proposed project would include installation of storm water and drainage infrastructure in the playground area. However, all drainage flows, including storm water that would infiltrate directly into the soil in the community front lawn area, would be routed through on-site storm water facilities which would connect to the existing storm water infrastructure. As such, operation of the proposed project would not result in alteration of the existing drainage pattern that would result in a substantial increase in erosion or siltation or on- or off-site flooding. Impacts associated with altering the existing drainage pattern of the site would be less than significant.

Prior to demolition of the Celes King III Pool, the existing pool would be drained into the existing sewer system. Demolition and construction water needs would generate minimal quantities of discharge water, which would drain into storm drains located within or adjacent to the project site. Best Management Practices would be implemented to control runoff from the project site during the construction phase. As previously discussed, following the demolition of the Celes King III Pool, the proposed project would install storm water and drainage infrastructure in the community front lawn area, which would connect to existing storm water infrastructure. During operation, the proposed project would result in a decreased amount of impervious surfaces as the project site would contain a landscaped area. The landscaped area would require routine watering, similar to other landscaped areas within the Rancho Cienega Sports Complex. Therefore, impacts related to runoff water exceeding the capacity of stormwater drainage systems would be less than significant.

According to the City of Los Angeles General Plan Safety Element, the project site is located within the potential inundation area of the Hollywood Reservoir and the Silver Lake Reservoir. The inundation area is based on an assumed catastrophic failure of dams during peak storage capacity. The identified inundation boundary encompasses all probable routes that a flood might follow after exiting a dam; thus, the inundation area is very large and conservative. However, all dams are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Catastrophic failure of a major dam as a result of an earthquake is regarded as

unlikely. Current design and construction practices and ongoing review, modification, and dam reconstruction programs are intended to ensure that all dams are capable of withstanding the maximum magnitude earthquake for the site. Therefore, the potential for the project site to be inundated as a result of a dam failure, and potential exposure of people and structures to flooding due to dam failure, is low. Additionally, the proposed project would not construct any habitable structures that would be vulnerable to flooding or inundation in the event of a dam break, and would not impede or redirect flood flows in the project area. In the event of an emergency, the City has adopted emergency evacuation procedures that would be implemented in the case of a dam break. Therefore, impacts related to exposure of people or structures to significant risk of loss, injury or death related to flooding or dam inundation would be less than significant.

### **5.8.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant hydrology and water quality impacts to water quality standards, drainage pattern changes resulting in erosion or flooding, stormwater drainage system capacity, degradation of water quality, and flooding resulting from failure of a dam.

## **5.9 NOISE – Vibration/Cumulative Impacts**

The maximum vibration levels during construction would be generated during large bulldozer and hoe ram activity. Vibration levels would be approximately 0.089 inches per second and 87 VdB at 25 feet. The nearest off-site sensitive land use would be approximately 160 feet to the south across Obama Boulevard. Large bulldozer and hoe ram vibration levels would be approximately 0.006 inches per second and 63 VdB. These levels would be below the significance thresholds of 0.3 inches per second and 72 VdB. Additionally, vibration levels would not exceed the significance thresholds at any other off-site sensitive land use, including Dorsey High School. In addition to on-site construction activities, construction trucks on the roadway network have the potential to expose vibration-sensitive land uses located near the proposed project access route. Loaded trucks generate vibration levels of 0.076 inches per second at a distance of 25 feet. Rubber-tired vehicles, including trucks, do not generate significant roadway vibrations that can cause building damage. It is possible that trucks would generate perceptible vibration at sensitive receptors adjacent to the roadway. However, these would be transient and instantaneous events typical to the roadway network. This level of activity is not considered substantial enough to generate a vibration annoyance. Therefore, construction truck activity would result in a less than significant vibration impact.

The proposed project would not introduce any significant stationary sources of vibration, including mechanical equipment that would be perceptible at sensitive receptors. Therefore, operational activity would result in a less than significant impact related to vibration.

Construction of Phase 1 of the *Rancho Cienega Sports Complex Project* would be completed prior to construction of the proposed project, and construction associated with that project would not occur concurrently with the proposed project. All other related projects would be over 1,000 feet from the project site. Noise generated by the proposed project would not be audible at related project sites. Similarly, vibration generated by the proposed project would not be perceptible at related project sites. There is no potential for the project and related projects to combine to increase noise or vibration levels. The proposed project would not generate new vehicle trips to and from the site following construction, or result in a significant change in permanent noise or

vibration levels in the project area. Therefore, the proposed project would not contribute to a cumulative noise or vibration impact.

### **5.9.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant noise impacts relating to vibration, and would not cause cumulatively considerable noise impacts.

## **5.10 RECREATION – Construction or Expansion of Recreational Facilities**

Current playground facilities at the Rancho Cienega Sports Complex are planned to be demolished as part of the *Rancho Cienega Sports Complex Project* due to the age and dilapidated state of the playground. As such, the proposed project would improve the recreational services available within the local community by providing a new playground facility. Therefore, impacts related to the construction or expansion of recreational facilities would be less than significant.

### **5.10.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, and the whole of the record, BOE finds that the proposed project would result in less than significant recreation impacts relating to the construction or expansion of recreational facilities.

## **5.11 TRANSPORTATION AND TRAFFIC – Conflict with an Applicable Plan, Ordinance, or Policy/Cumulative Impacts**

The Existing Plus Project scenario examines the existing traffic conditions in the study area with the addition of project-generated traffic. This analysis is included to determine the project impacts to existing conditions. As defined by the City of Los Angeles Department of Transportation (LADOT), the threshold for significant impacts at a signalized intersection with Level of Service (LOS) E is an increase of 0.01 or more in the volume-to-capacity (V/C) ratio. The increase in the V/C ratio for the intersection of La Brea Avenue and Jefferson Boulevard in the evening peak hour with the addition of project construction trips would be 0.001, which is below the established threshold. The increase in the V/C ratio for the intersection of La Brea Avenue and Obama Boulevard in the morning and evening peak hours with the addition of project construction trips would be 0.002, which is below the established threshold. As impacts at the study intersections would not exceed the specific thresholds established by LADOT for project-related increases in the V/C ratio, impacts would be less than significant under the Existing Plus Project scenario.

The Future With Project scenario examines the potential temporary impacts due to construction activities on the study area intersections during the Future With Project conditions. The traffic volumes for this scenario were derived by adding the project construction period trips to the analyzed Future Without Project scenario traffic volumes. The addition of project construction trips represents the peak activity during the construction period. Daily traffic would return to the future without project conditions after construction is completed. The addition of project construction traffic would result in V/C ratio changes of less than 0.010 at the intersections of La Brea Avenue and Jefferson Boulevard and La Brea Avenue and Obama Boulevard. Therefore, impacts at the study intersections would be less than significant under the Future With Project scenario.



As discussed, the proposed project would not result in significant impacts to the study area intersections. The Future (2021) Without Project and Future (2021) With Project conditions were analyzed. These conditions account for related projects occurring in the vicinity of the project site, as well as anticipated ambient traffic growth that would occur in year 2021. As such, construction and operation of the proposed project would not contribute to a cumulatively considerable increase in the area roadway volumes.

### **5.11.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant transportation and traffic impacts related to conflict with an applicable plan, ordinance or policy, and would not cause cumulatively considerable transportation and traffic impacts.

## **5.12 TRIBAL CULTURAL RESOURCES – California Register of Historical Resources**

Construction of the proposed project would include earth-disturbing activities, such as grading. No archaeological resources were identified in the area of potential effects (APE) and no resources of Native American origin were identified for the project site based on the Sacred Lands File search conducted by the California Native American Heritage Commission, archival research, or consultation with Native American tribal representatives. Other than the Celes King III Pool building, no cultural resources at the site are listed or eligible for listing in the California Register of Historic Resources. Should any tribal cultural resources be identified during ongoing Native American consultation pursuant to AB 52, the City would consult with appropriate tribal representatives and incorporate a monitoring program for the proposed project. Ongoing Native American consultation would ensure that impacts to previously unidentified tribal cultural resources would remain less than significant.

### **5.12.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, responses to comments, and the whole of the record, BOE finds that the proposed project would result in less than significant tribal cultural resources impacts to resources listed or eligible for listing on the California Register of Historical Resources.

## **5.13 UTILITIES AND SERVICE SYSTEMS**

The City of Los Angeles Department of Water and Power provides potable water to the project area. The proposed project would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). Wastewater generated by project-related construction and operation activities would be collected and transported through existing local, trunk, and mainline sewers, and the quality of wastewater from the proposed project is expected to be typical. Prior to demolition of the Celes King III Pool, the existing pool would be drained. Following demolition and construction activities, the proposed project would require and generate a nominal amount of water and wastewater for landscaping. Therefore, impacts related to exceedance of LARWQCB wastewater treatment requirements, construction of new or expansion of existing water or wastewater facilities, and water supplies would be less than significant.

The proposed project would include the installation of new stormwater and drainage infrastructure for the landscaped area. However, these improvements would not result in the need for new or expanded storm drain facilities elsewhere in the system that could result in significant impacts, as the project site currently includes drainage facilities, and the entire project site is limited in size. Therefore, impacts related to construction of new stormwater drainage facilities or expansion of existing facilities would be less than significant.

The proposed project would be demolished, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City standards regarding solid waste disposal. During construction, solid waste would be generated from demolition of the existing Celes King III Pool and from general construction debris. The proposed project would haul away approximately 14,000 cubic yards of demolition debris. There are no City-owned landfills currently in operation; therefore, waste from the proposed project would be hauled to private or County-operated landfills. The City standard for public works requires demolition debris to be recycled where feasible. Following construction, the project would not generate substantial amounts of solid waste. Therefore, impacts related to landfill capacities and compliance with solid waste regulations would be less than significant.

### **5.13.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant utilities and service systems impacts.

## **5.14 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Construction of the proposed project would result in the use of nonrenewable resources, including fossil fuels, water, and building materials, such as concrete. The proposed project involves the demolition of the Celes King III Pool building and installation of a playground area and community front lawn. The proposed project does not represent an uncommon construction project that would use an extraordinary amount of raw material in comparison to other development projects of similar scope and magnitude. As such, the proposed project is not anticipated to consume substantial amounts of energy or use other resources in a wasteful manner. Although the proposed project would result in the consumption of nonrenewable resources, the impact would not be considered significant.

### **5.14.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant impacts relating to irreversible environmental changes.

## **5.15 GROWTH INDUCING IMPACTS**

Implementation of the proposed project would not include the construction of any residential uses or other uses that would result in an increase in the population of the project area. Additionally, the proposed project would not stimulate significant employment as operation of the project site would be maintained by existing LARAP employees. Further, the proposed project would not involve development of new housing, or significantly affect the economy of the region. Therefore, the proposed project would not result in a direct significant growth-inducing impact in the project area.

The overall purpose of the proposed project is to provide safe and upgraded infrastructure to meet the community's recreational needs. Once operational, the proposed project would serve existing residents and be maintained by existing staff. Therefore, the proposed project would not result in an indirect significant growth-inducing impact in the project area.

### **5.15.1 Findings**

Based on the Initial Study, Draft EIR, Final EIR, all reference documents, and the whole of the record, BOE finds that the proposed project would result in less than significant growth-inducing impacts.

## **6.0 FINDINGS OF LESS THAN SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION**

The Final EIR determined that the proposed project would result in potentially significant environmental effects in the areas of cultural resources (archaeological and paleontological resources); hazards and hazardous materials (routine transport, use, or disposal, release of hazardous materials, and hazardous materials within one-quarter mile of a school) noise (noise levels in excess of established standards, temporary increase in ambient noise levels); and tribal cultural resources (resources determined by lead agency to be significant). The Final EIR identified feasible mitigation measures to avoid or substantially reduce the environmental effects in these areas. Based on the information and analysis set forth in the Final EIR, impacts would be less than significant with the identified feasible mitigation measures incorporated into the proposed project.

### **6.1 CULTURAL RESOURCES – Archaeological Resources/ Paleontological Resources**

Construction of the proposed project would include ground-disturbing activities, such as rough grading, utility installations, and landscaping and hardscaping. Archival research indicates that five prehistoric sites are located less than 0.5-mile west of the project site. While no archaeological resources were identified within the APE, the presence of alluvium may indicate that any surface evidence of archaeological materials has been buried and has the potential to be encountered during excavation. Archaeological sites may also be buried by the placement of fill that was imported to the Rancho Cienega Sports Center property during its development beginning in the 1930s. As such, there is potential to encounter previously undiscovered archaeological resources during construction activities. Mitigation Measure CR-C would require an archaeological monitor to be on-site during all ground-disturbing activities occurring during the construction phase of the project. With implementation of Mitigation Measure CR-C, construction impacts to archaeological resources would be less than significant.

Construction of the proposed project would include ground-disturbing activities, such as rough grading, utility installations, and landscaping and hardscaping. Archival research indicates that excavations near the project site extending into older Quaternary have encountered significant vertebrate fossils. As the project would be constructed in an area with known paleontological sensitivity, excavations into undisturbed older Quaternary layers, which vary in depth within the project vicinity, may disturb significant paleontological resources that potentially lie beneath the surface obscured by existing pavement or vegetation. As such, Mitigation Measure CR-D requiring paleontological monitoring during ground-disturbing activities, would be required to reduce potential impacts to previously undiscovered paleontological resources. With implementation of Mitigation Measure CR-D, construction impacts to paleontological resources would be less than significant.

#### **6.1.1 Findings**

BOE finds that the following mitigation measures shall be implemented to reduce potentially significant cultural resources impacts related to archaeological and paleontological impacts to a less than significant level.

**CR-C:** Archaeological monitoring shall consist of spot checking until native soils are observed, at which time monitoring will be conducted full time. The archaeological

monitor shall have the authority to redirect construction equipment in the event potential archaeological resources are encountered. If archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment or further investigation of the resource is determined by a qualified archaeologist in accordance with the provisions of CEQA Guidelines Section 15064.5. In addition, it is recommended that the construction personnel and staff receive training on possible archaeological resources that may be present in the area to establish an understanding of what to look for during ground-disturbing activities.

**CR-D:** Excavations into undisturbed older Quaternary layers, which vary in depth within the project site, shall be monitored. Monitoring shall consist of spot checking until native soils are observed, at which time monitoring shall be conducted full-time. In the event that potential paleontological resources are encountered, a qualified paleontologist shall be retained to recover and record any fossil remains discovered. Any fossils, should they be recovered, shall be prepared, identified, and catalogued before curation in an accredited repository designated by the lead agency.

## **6.2 HAZARDS AND HAZARDOUS MATERIALS - Routine Transport, Use, or Disposal/Release of Hazardous Materials/Hazardous Materials Within One-Quarter Mile of a School**

Construction of the proposed project would include demolition of the Celes King III Pool building, which would disturb ACMs, LBP, and other hazardous materials, resulting in a significant impact. Implementation of Mitigation Measure HAZ-A would require the proposed project to conduct hazardous materials abatement by a licensed abatement contractor prior to demolition of the building, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels. With implementation of Mitigation Measure HAZ-A and adherence to all applicable federal, state, and local regulations, impacts related to the routine use, handling, and disposal of hazardous materials during construction would be less than significant.

Should the hazardous materials be accidentally released, it may pose a hazard to construction workers, the public, as well as the environment. However, the hazardous materials abatement and demolition of the Celes King III Pool building would be short-term and a singular occurrence. Consequently, it is unlikely that a significant release of hazardous materials would occur. With implementation of Mitigation Measure HAZ-A and adherence to all applicable federal, state, and local regulations, impacts related to the accidental release of hazardous materials into the environment during construction would be less than significant.

There are two schools located within a quarter-mile of the project site including, Dorsey High School and View Park Continuation High School, as well as the Ira C. Massey Child Care Center. With implementation of Mitigation Measure HAZ-A and adherence to all applicable federal, state, and local regulations, impacts related to emitting or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school would be less than significant.

### 6.2.1 Findings

BOE finds that the following mitigation measure shall be implemented to reduce potentially significant hazards and hazardous materials impacts related to routine transport, use, or disposal, release of hazardous materials, and hazardous materials within one-quarter mile of a school to a less than significant level.

**HAZ-A:** Prior to demolition of the Celes King III Pool building, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air (HEPA) vacuums and/or disposable wet wipe towels.

### 6.3 NOISE - Noise Levels in Excess of Established Standards/Temporary Increase in Ambient Noise Levels

The impact analysis is based on the construction limits outlined in the LAMC. Unmitigated noise levels would typically exceed the allowable noise level stated in the LAMC. The noise increase would be temporary and intermittent but nonetheless higher than the threshold. Mitigation Measures NOI-A through NOI-G are feasible measures to control noise levels. According to the Los Angeles CEQA Thresholds Guide, engine mufflers such as those that would be implemented with Mitigation Measure NOI-A, would reduce equipment noise levels by at least 3 dBA. Mitigation Measures NOI-B through NOI-G, although difficult to quantify, would also reduce and/or control construction noise levels. Construction noise impacts would be temporary and intermittent occurrences. Furthermore, implementation of Mitigation Measure NOI-D would establish a noise disturbance coordinator to handle any noise complaints and implement reasonable measures such that the complaint is resolved, and Mitigation Measure NOI-H provides a mechanism for additional noise control if construction activities are disruptive at Dorsey High School. With implementation of these feasible mitigation measures, and based on compliance with the LAMC, construction equipment noise would be mitigated to the greatest extent feasible. Therefore, implementation of Mitigation Measures NOI-A through NOI-H would ensure that the proposed project would result in a less than significant impact related to construction noise.

#### 6.3.1 Findings

BOE finds that the following mitigation measures shall be implemented to reduce potentially significant noise impacts related noise levels in excess of established standards and temporary increase in ambient noise levels to a less than significant level.

**NOI-A:** Construction equipment shall be properly maintained and equipped with mufflers.

**NOI-B:** Construction equipment shall have rubber tires instead of tracks.

**NOI-C:** Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.

**NOI-D:** A public liaison shall be appointed for project construction and shall be responsible for

addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern.

- NOI-E:** The construction manager shall coordinate with the site administrator for Dorsey High School to schedule construction activity such that student exposure to noise is minimized.
- NOI-F:** The public shall be notified in advance of the location and dates of construction hours and activities.
- NOI-G:** Construction activities shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. when located within 500 feet of occupied sleeping quarters or other land uses sensitive to increased nighttime noise levels.
- NOI-H:** If Mitigation Measures NOI-A through NOI-G do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted (e.g., Mitigation Measure NOI-D).

## **6.4 TRIBAL CULTURAL RESOURCES - Resources Determined by Lead Agency to be Significant**

Construction of the proposed project would include earth-disturbing activities, such as grading. No archaeological resources were identified in the APE and no resources of Native American origin were identified for the project site based on the Sacred Lands File search conducted by the NAHC, archival research, or consultation with Native American tribal representatives. California Native American tribes contacted for AB 52 consultation expressed concern that the project area is sensitive for cultural resources. Two tribal representatives requested that a Native American monitor be present during ground-disturbing activities. To minimize impacts to potentially significant tribal cultural resources at the project site, mitigation measure TCR-A would be implemented during construction and would include a Native American monitor on-site on an as-needed basis. With the implementation of mitigation measure TCR-A, and ongoing consultation with Native American representatives, impacts to tribal cultural resources would be less than significant.

### **6.4.1 Findings**

BOE finds that the following mitigation measure shall be implemented to reduce potentially significant tribal cultural resources impacts relating to resources determined by a lead agency to be significant to a less than significant level.

- TCR-A:** A trained Native American consultant or consultants shall be engaged to monitor ground-disturbing work in the area containing the Native American cultural resources. The consultant or consultants shall be selected from the interested Native American parties who consulted on the project, which include the Gabrieleno Band of Mission Indians – Kizh Nation and the Gabrieleno Tongva Indians of California Tribal Council, as of the date of this document. This monitoring shall occur on an as-needed basis as determined by BOE in consultation with interested tribes, and shall be intended to ensure that Native American concerns are taken into account during the construction

process. The Native American consultant will report findings to BOE or its archaeological consultant, which will disseminate the information to the consulting Native American parties. The Native American parties identified by the NAHC shall be consulted regarding the treatment and final disposition of any materials of Native American origin found during the course of the project, if any, and will assist BOE in determining whether these materials constitute tribal cultural resources.



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## 7.0 FINDINGS OF SIGNIFICANT ENVIRONMENTAL EFFECTS

The Final EIR determined that the proposed project would result in potentially significant environmental effects in the areas cultural resources (archaeological and paleontological resources); hazards and hazardous materials (routine transport, use, or disposal, release of hazardous materials, and hazardous materials within one-quarter mile of a school) noise (noise levels in excess of established standards, temporary increase in ambient noise levels); and tribal cultural resources (resources determined by lead agency to be significant). The Final EIR identified feasible mitigation measures to reduce the environmental effects in the areas of cultural resources (archaeological and paleontological resources); hazards and hazardous materials (routine transport, use, or disposal, release of hazardous materials, and hazardous materials within one-quarter mile of a school) noise (noise levels in excess of established standards, temporary increase in ambient noise levels); and tribal cultural resources (resources determined by lead agency to be significant). However, even with the implementation of mitigation measures, impacts would remain significant and unavoidable related to cultural resources (historical resources).

### 7.1 CULTURAL RESOURCES – Historical Resources

The proposed project includes demolition of the Celes King III Pool building. The Celes King III Pool building is a historical resource that is significant under California Register of Historic Resources Criterion 3 for its modern architectural design. As such, demolition of the Celes King III Pool building would cause a substantial adverse change to the historical resource by the removal of all of its features, and would result in a significant impact.

Implementation of mitigation measures, including archival documentation consistent with the standards of the National Park Service's Historic American Building Survey (HABS) documentation, would mitigate the significant impact. Mitigation Measure CR-A would include photo record recordation and documentation consistent with HABS documentation. Mitigation Measure CR-B would include development of a display and interpretive material for public exhibition related to the history of the Celes King III Indoor Pool. However, implementation of Mitigation Measures CR-A and CR-B would not retain or preserve the character-defining features of the historical resource, and would not reduce the substantial adverse change to the historical resource. Implementation of the mitigation measures would not reduce the impact of demolition to a level less than significant; therefore, the proposed project would result in a significant and unavoidable impact on a historical resource.

#### 7.1.1 Findings

BOE finds that implementation of the proposed project would result in significant cultural resources impacts related to historical resources, even with the incorporation of the following mitigation measures.

**CR-A:** Prior to demolition, Secretary of the Interior-qualified professionals in history or architectural history shall perform photo recordation and documentation consistent with HABS documentation. HABS-type documentation shall consist of large-format archival photographs, reproductions of historic drawings, if available, a sketch map, and written data (e.g., historic context, building description) that comprise a detailed record that reflects the building's historical significance. Following completion of the HABS-type documentation, the materials shall be placed on file with LABOE, the Los Angeles Public Library, and the LA Conservancy.

**CR-B:** A display and interpretive material for public exhibition concerning the history of the Rancho Cienega Sports Complex and the Celes King III Indoor Pool shall be developed. The display and interpretive material shall incorporate information produced in the HABS-like documentation and historical research related to the historical resource. This display and interpretive material shall be available to the public in a physical and/or digital format, such as a poster or website page.

## 8.0 FINDINGS REGARDING PROJECT ALTERNATIVES

Chapter 5, Alternatives, of the EIR discusses the alternatives considered in order to present a reasonable range of options. BOE considered one build alternative to the proposed project. Additionally, the No Project Alternative was analyzed in the EIR pursuant to Section 15126.6(e) of the CEQA Guidelines. This resulted in the analysis of two alternatives in the EIR, including the Adaptive Reuse Alternative and the No Project Alternative.

### 8.1 NO PROJECT ALTERNATIVE

The evaluation of the No Project Alternative is required under CEQA. Under this alternative, the proposed project would not be implemented in any manner. Under the No Project Alternative, the Celes King III Pool Building would not be demolished and would remain in its current location. The existing pool would need to be drained and the pool building would be secured to restrict access for safety and maintenance purposes.

#### 8.1.1 Environmental Effects

The No Project Alternative would eliminate the impacts to noise and tribal cultural resources associated with construction of the proposed project since no construction activities would occur. This alternative would also avoid the significant and unavoidable impact to the historic structure as no demolition would occur. However, the No Project Alternative would not abate and properly dispose the hazardous building materials present in the existing structure (i.e., asbestos containing materials and lead based paint) and these materials would remain in place. Additionally, as previously discussed, the *Rancho Cienega Sports Complex Project* includes the construction of a new, competition sized pool to replace the existing pool. Maintaining two pools would not be feasible as it would require additional staff and maintenance activities. As such, the existing pool would be drained, requiring some vehicle trips to the project site, although a reduced number when compared to the proposed project. The reduced vehicle trips would also result in a reduction of air quality and GHG emissions under this alternative when compared to the proposed project.

#### 8.1.2 Findings

BOE finds this alternative less desirable than the proposed project. Implementation of the No Project Alternative would not meet any of the project objectives. Additionally, under the No Project Alternative, the Celes King III Pool building would be closed and secured and would not be accessible to the public under the No Project Alternative. Thus, the project site would not serve the community. Finally, this alternative would not provide upgraded playground facilities or additional landscaping.

### 8.2 ADAPTIVE REUSE ALTERNATIVE

The Adaptive Reuse Alternative would involve the conversion of the Celes King III Pool building into some other use. Under this alternative the pool would be drained and would need to be filled, similar to the proposed project. Additionally, the structure would require seismic retrofitting and lead and asbestos abatement before it could be opened for public use, which would result in a long-term restriction of access to the building.

### **8.2.1 Environmental Effects**

Similar to the proposed project, the Adaptive Reuse Alternative would result in temporary impacts during the construction phase. However, the seismic retrofit and hazardous materials abatement would require different equipment than that described for the proposed project. Additionally, any adaptive reuse would likely require the construction of additional parking to serve the new use at the site. Nonetheless, it is anticipated that construction air quality, GHG, noise, and traffic impacts would be similar to the proposed project, although the construction duration would be longer than the proposed project. Potential impacts to previously unknown archaeological, paleontological, and tribal cultural resources under this alternative would be similar to the proposed project as excavation and grading activities would be required for a new parking area. However, this alternative would avoid the significant and unavoidable impact to the historical resource by preserving the façade of the existing pool building. The abatement of lead and asbestos from the building under this alternative would result in less than significant impacts from hazards and hazardous materials during construction, similar to the proposed project.

The recently approved *Rancho Cienega Sports Complex Project* would be constructed and operational prior to the implementation of the Adaptive Reuse Alternative. As previously discussed, Phase I of that project is comprehensive and includes a range of upgraded and expanded active and passive recreational facilities at the property. Thus, new recreational uses have been accounted for in Phase I and any uses proposed for the Adaptive Reuse Alternative would likely be redundant. Operation of the Adaptive Reuse Alternative would increase the maintenance activities required for the Rancho Cienega Sports Complex property, thereby resulting in increased vehicle trips as compared to the proposed project. Increases in vehicle trips would also result in increased air quality and GHG emissions and noise. Similar to the proposed project, no impacts to cultural resources, hazards, or tribal cultural resources would be anticipated during operation of the Adaptive Reuse Alternative. As previously discussed, this alternative would require additional parking. As such, some of the Rancho Cienega Sports Complex property would need to be converted from recreational space to a paved parking area to accommodate additional parking requirements for the associated land use (office, commercial, etc.).

### **8.2.2 Findings**

BOE finds this alternative less desirable than the proposed project. Unlike the proposed project, this alternative would result in impacts to parks and recreation through the reduction of recreational space. Furthermore, the increase in impervious surfaces and changes to drainage patterns at the project site from the addition of a new paved area would result in impacts to hydrology and water quality that are not identified for the proposed project.

## **9.0 FINDINGS ON MITIGATION MONITORING AND REPORTING PROGRAM**

Pursuant to Section 15091 (a)(1) of the CEQA Guidelines, BOE finds that implementation of the mitigation measures and project design standards specified in the Final EIR would substantially lessen the significant environmental effects resulting from the implementation of the proposed project. These mitigation measures and design features have been required in, or incorporated into, the proposed project. In accordance with Section 15091 (d), and Section 15097 of the CEQA Guidelines, which require a public agency to adopt a program for reporting or monitoring required changes or conditions of approval to substantially lessen significant environmental effects, the Mitigation Monitoring and Reporting Program provided in the Final EIR is hereby adopted as the mitigation monitoring and reporting program for this proposed project.

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## **10.0 FINDINGS ON CHANGES TO THE DRAFT EIR AND RECIRCULATION**

### **10.1 CHANGES TO THE DRAFT EIR**

In response to comments from the public and other public agencies, the proposed project has incorporated changes subsequent to publication of the Draft EIR. All of the changes to the Draft EIR are discussed in Chapter 2, Clarifications and Modifications, of the Final EIR.

### **10.2 FINDINGS REGARDING FINAL EIR**

Pursuant to CEQA, on the basis of the review and consideration of the Final EIR, BOE finds:

1. Factual corrections and minor changes have been set forth as clarifications and modifications to the Draft EIR;
2. The factual corrections and minor changes to the Draft EIR are not substantial changes in the Draft EIR that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the proposed project, a feasible way to mitigate or avoid such an effect, or a feasible project alternative;
3. The factual corrections and minor changes to the Draft EIR will not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Draft EIR;
4. The factual corrections and minor changes in the Draft EIR will not involve mitigation measures or alternatives which are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more significant effect on the environment; and
5. The factual corrections and minor changes to the Draft EIR do not render the Draft EIR so fundamentally inadequate and conclusory in nature that meaningful public review and comment would be precluded.

Thus, none of the conditions set forth in CEQA requiring recirculation of a Draft EIR have been met. Incorporation of the factual corrections and minor changes to the Draft EIR into the Final EIR does not require the Final EIR be circulated for public comment.



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## 11.0 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA Section 21081(b) and the CEQA Guidelines Section 15093, BOE has balanced the benefits of the proposed Rancho Cienega Celes King III Pool Demolition Project against the unavoidable adverse impacts associated with the proposed project and has adopted all feasible mitigation measures. BOE has also examined alternatives, and has determined that adoption and implementation of the proposed project is the most desirable, feasible, and appropriate action.

### 11.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Based on the information and analysis set forth in the Draft EIR, Final EIR, responses to comments, and the record of proceedings, construction of the proposed project would result in significant impacts after mitigation related to cultural resources.

The Los Angeles CEQA Thresholds Guide states that a significant impact on an historical resource if it would result in a substantial adverse change in the significance of an historical resource, including through demolition of a significant resource. The previous cultural resource study for the *Rancho Cienega Sports Complex Project* indicated that the Celes King III Indoor Pool was found eligible under Criterion 3 of the California Register of Historical Resources for its distinctive modern design for a civic building in Los Angeles, and is considered a historical resource as defined in California Code of Regulations Section 15064.5. Its character-defining features include the stylized configuration of windows primarily on the south side of the building that continue on the east and west sides, its roof slope, and the presence of the indoor pool.

The proposed project includes demolition of the Celes King III Pool building. As such, demolition of the Celes King III Pool building would cause a substantial adverse change to the historical resource by the removal of all of its features, and would result in a significant impact. Implementation of mitigation measures, including archival documentation consistent with the standards of the National Park Service's Historic American Building Survey (HABS) documentation, would mitigate the significant impact. Mitigation Measure CR-A would include photo record recordation and documentation consistent with HABS documentation. Mitigation Measure CR-B would include development of a display and interpretive material for public exhibition related to the history of the Celes King III Indoor Pool. However, implementation of Mitigation Measures CR-A and CR-B would not retain or preserve the character-defining features of the historical resource, and would not reduce the substantial adverse change to the historical resource. Implementation of the mitigation measures would not reduce the impact of demolition to a level less than significant; therefore, the proposed project would result in a significant and unavoidable impact on an historical resource.

### 11.2 PROJECT BENEFITS

BOE has balanced the proposed project's benefits against the significant and unavoidable impact identified for the proposed project. BOE finds that the benefits of implementing the proposed project outweigh the significant and unavoidable impact, and the impact, therefore, is considered acceptable in light of the proposed project's benefits. BOE finds that each of the following benefits is an overriding consideration, independent of the other benefits, that warrants approval of the proposed project notwithstanding the significant and unavoidable impact to the historical resource. The proposed project would provide several public benefits, as described in the following:

- **Provision of Community-Serving Park Space.** Although the existing Celes King III Pool building would be demolished, the proposed project would construct a new playground on the site, and install new landscaping, benches, shade structures, and lighting. Additionally, the proposed project would include a new community front lawn. Thus, the proposed project would provide upgraded playground facilities and additional landscaping for the relaxation and enjoyment of the densely populated surrounding community.
- **Hazardous Materials Abatement.** A survey of the Celes King III Pool building indicated that the building may contain asbestos-containing materials and lead-based paint. Additionally, a preliminary survey conducted for the *Rancho Cienega Sports Complex Project* determined that the cracks in the concrete areas surrounding the pool are filled with a polymer material, commonly referred to as coping, that may contain polychlorinated biphenyls (PCBs). Additionally, lighting fixtures throughout the pool building may contain PCBs and oils. The proposed project would abate and properly dispose these hazardous building materials.
- **Alleviation of Maintenance Concerns.** The existing Celes King III Pool no longer meets the standard for competition pools, and has become a maintenance concern for the City of Los Angeles Department of Recreation and Parks. The proposed project would alleviate these maintenance concerns through removal of the existing pool. The *Rancho Cienega Sports Complex Project* includes the construction of a new, competition sized pool to replace the existing pool.

### 11.3 CONCLUSION

Based on the foregoing findings and the information contained in the record, it is hereby determined that:

- a) All significant effects on the environment due to approval of the proposed project have been eliminated or substantially lessened where feasible, and
- b) Any remaining significant effects on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations above.