

**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*

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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**

<b>Environmental Impact</b>	<b>Significance Determination</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
<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>			
<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?	Potentially significant	<b>NOI-A:</b> Construction equipment shall be properly maintained and equipped with mufflers. <b>NOI-B:</b> Construction equipment shall have rubber tires instead of tracks. <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. <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. <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.	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><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 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>	

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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**

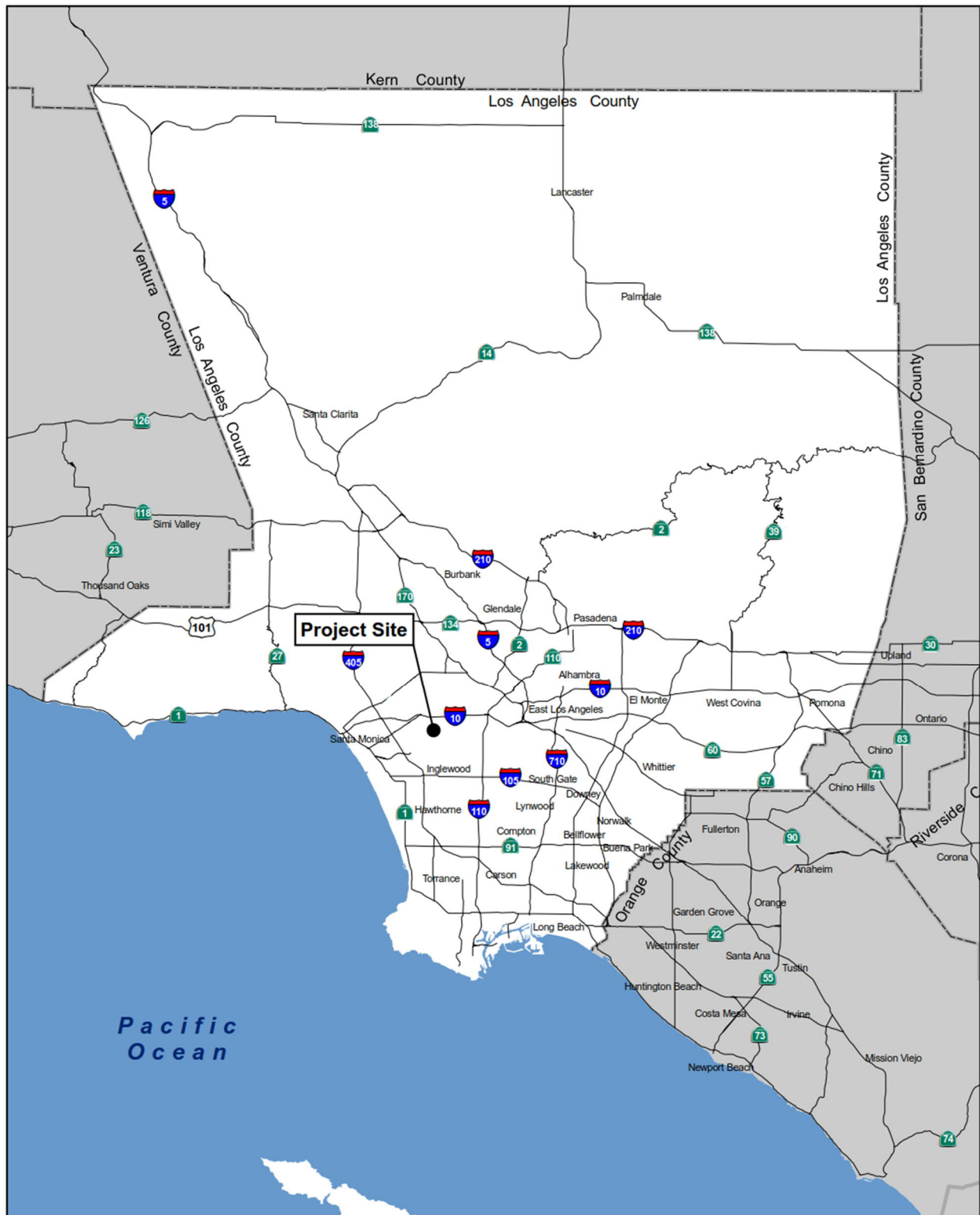
#### **2.3.1 Project Site**

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.

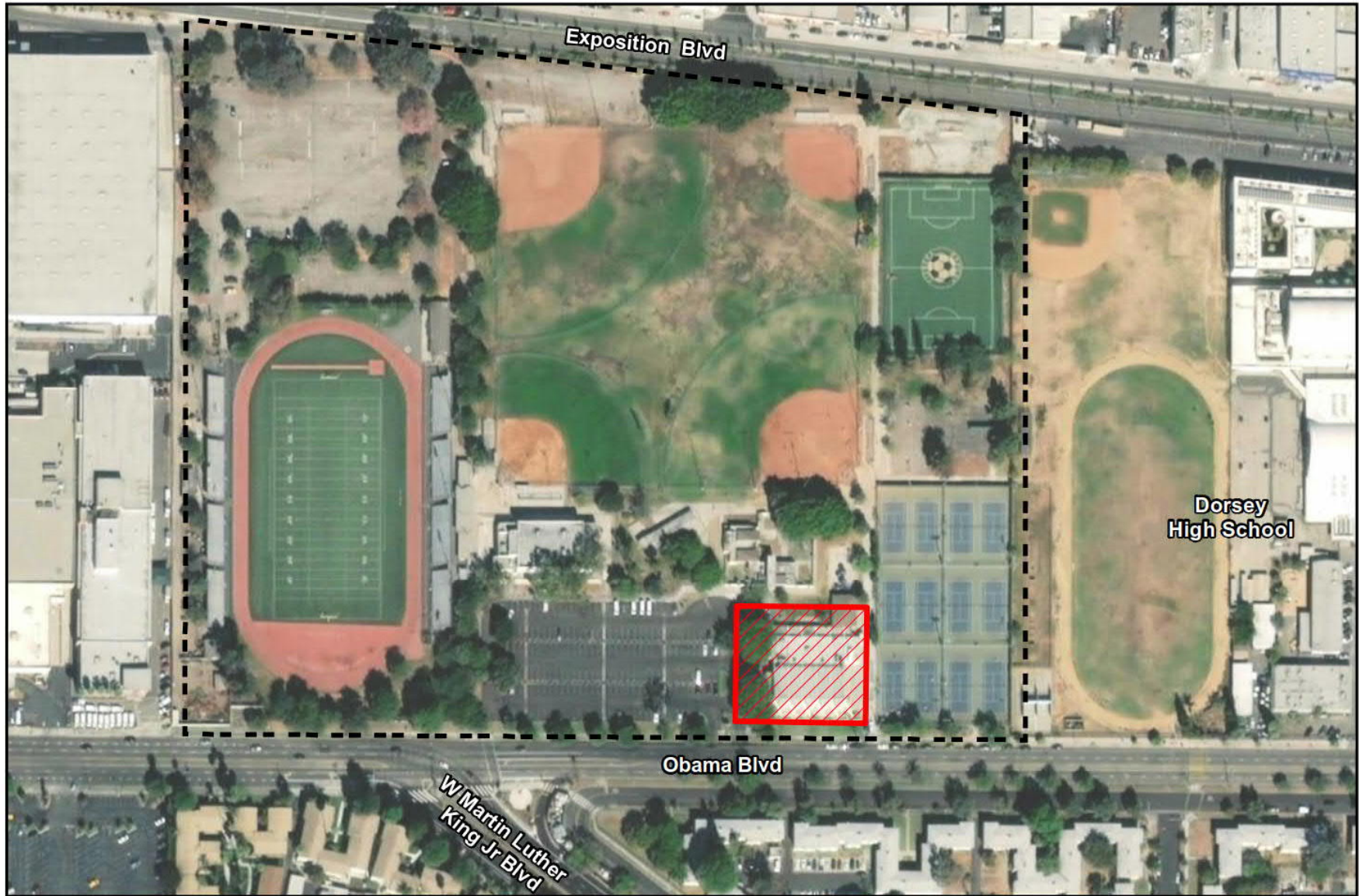


Source: Esri Maps & Data, 2018



**Figure 2-1**  
**Regional Map**





Source: Esri 2018.



0 125 250 Feet



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.

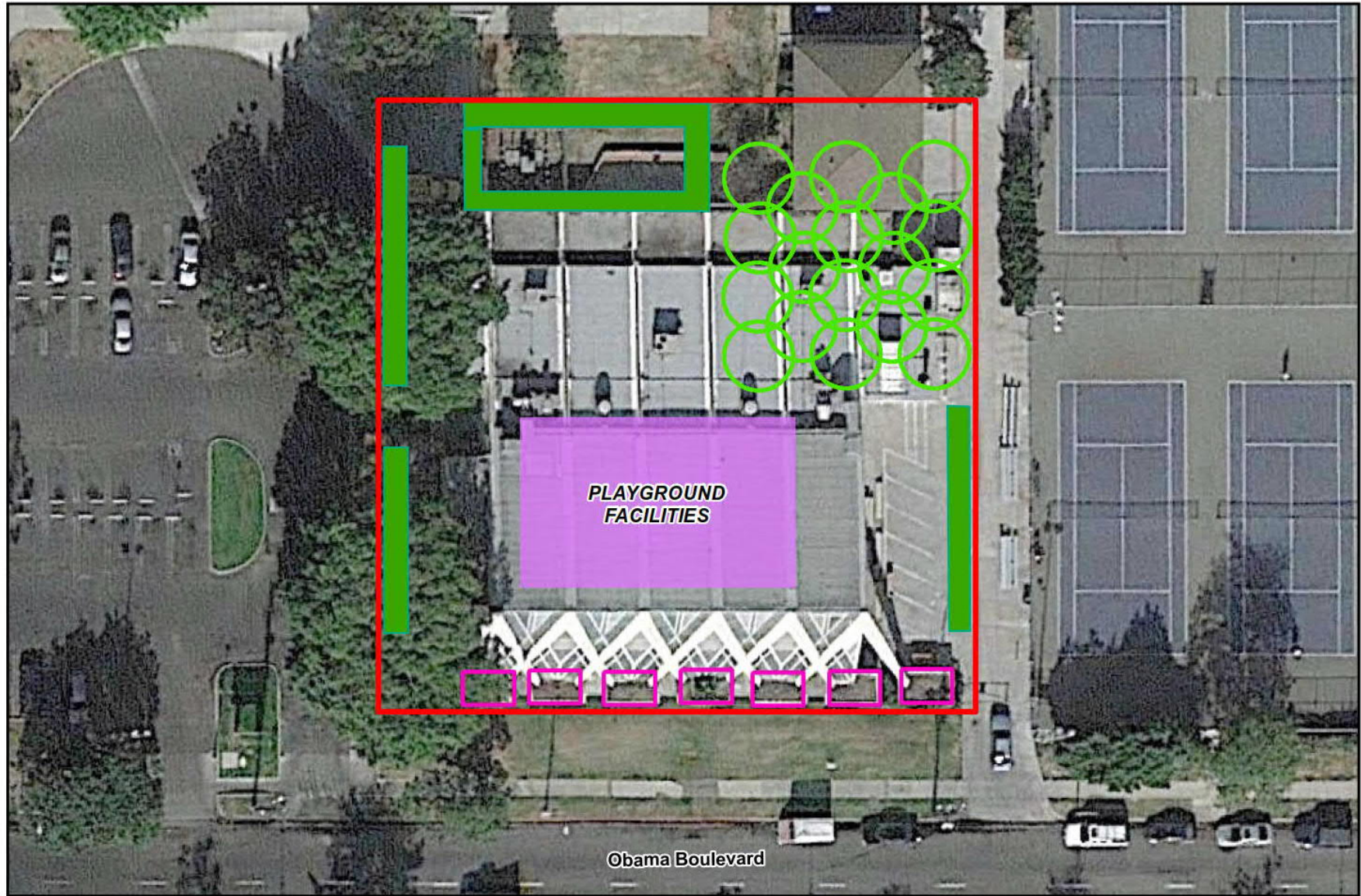
<sup>4</sup> City of Los Angeles Department of City Planning, *West Adams-Baldwin Hills-Leimert Community Plan, General Plan Land Use Map*, April 2017, available at: <https://planning.lacity.org/complan/central/PDF/genlumap.wad.pdf>, accessed July 25, 2018.

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

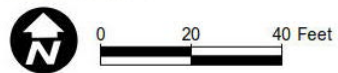
<sup>6</sup> City of Los Angeles Municipal Code (LAMC), Section 12.04.05.

<sup>7</sup> Ibid.





Source: Esri 2018.



- |   |   |
|---|---|
| <span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Project Site          | <span style="background-color: green; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Hedges                    |
| <span style="border: 2px solid magenta; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Existing Planters | <span style="border: 2px solid green; border-radius: 50%; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> 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 ( $O_3$ ), nitrogen dioxide ( $NO_2$ ), carbon monoxide (CO), sulfur dioxide ( $SO_2$ ), respirable particulate matter ( $PM_{10}$ ), fine particulate matter ( $PM_{2.5}$ ), 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  $PM_{2.5}$ , 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,  $PM_{10}$ , and  $PM_{2.5}$ , 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  $O_3$ , 8-hour average  $O_3$ , and  $NO_2$ . Beginning in 2014, the SCAQMD suspended monitoring of CO and  $SO_2$  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  $PM_{2.5}$  and  $PM_{10}$  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  $O_3$ ,  $NO_2$ ,  $PM_{2.5}$ , and  $PM_{10}$  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
West Los Angeles Veteran's Administration Monitoring Station				
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	--
Los Angeles - North Main Street Monitoring Station				
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

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<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/gnlpln/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%2040118.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://scagrtpscscs.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 purposed 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 purposed 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, 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.

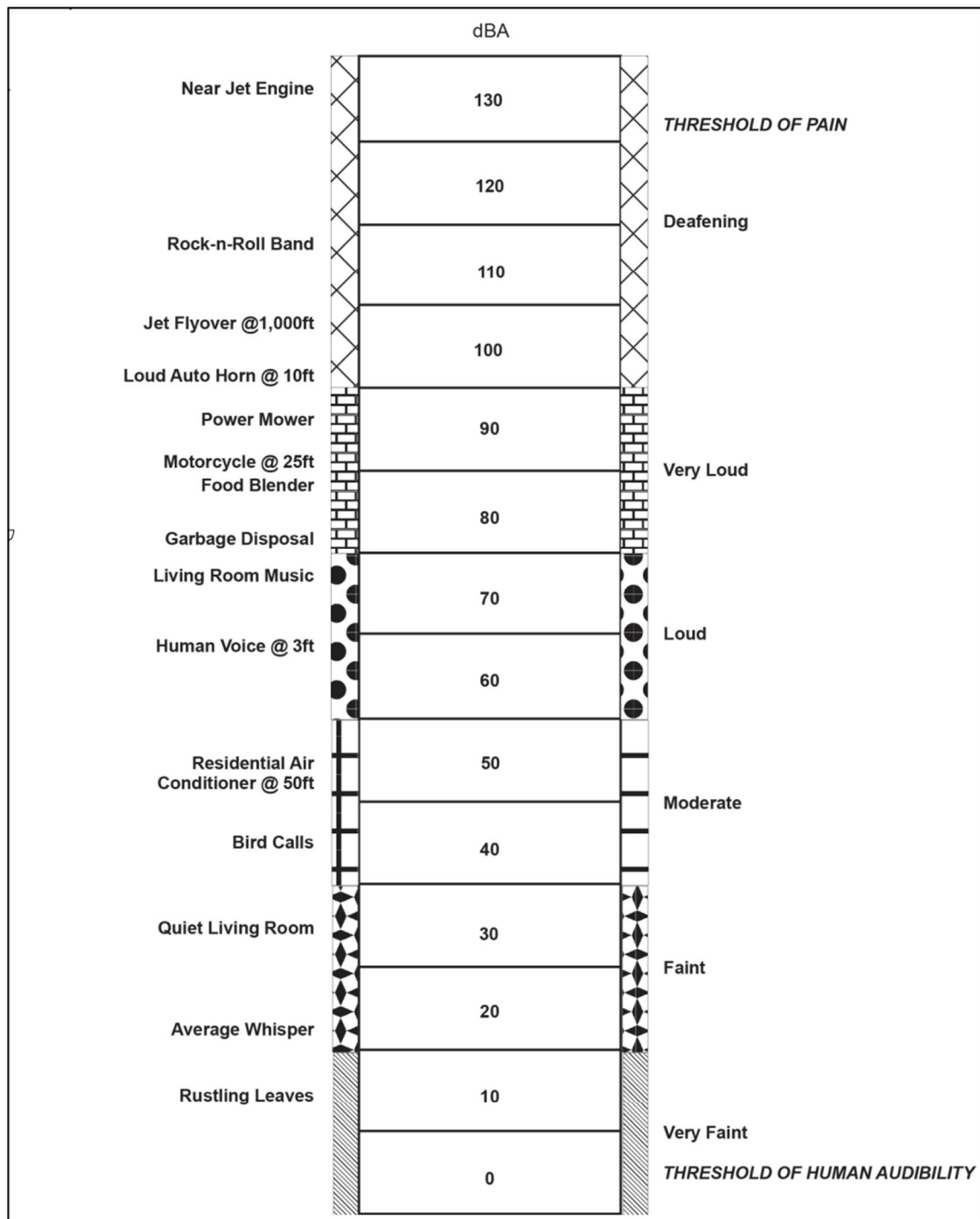
#### Noise Characteristics and Effects

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.

<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

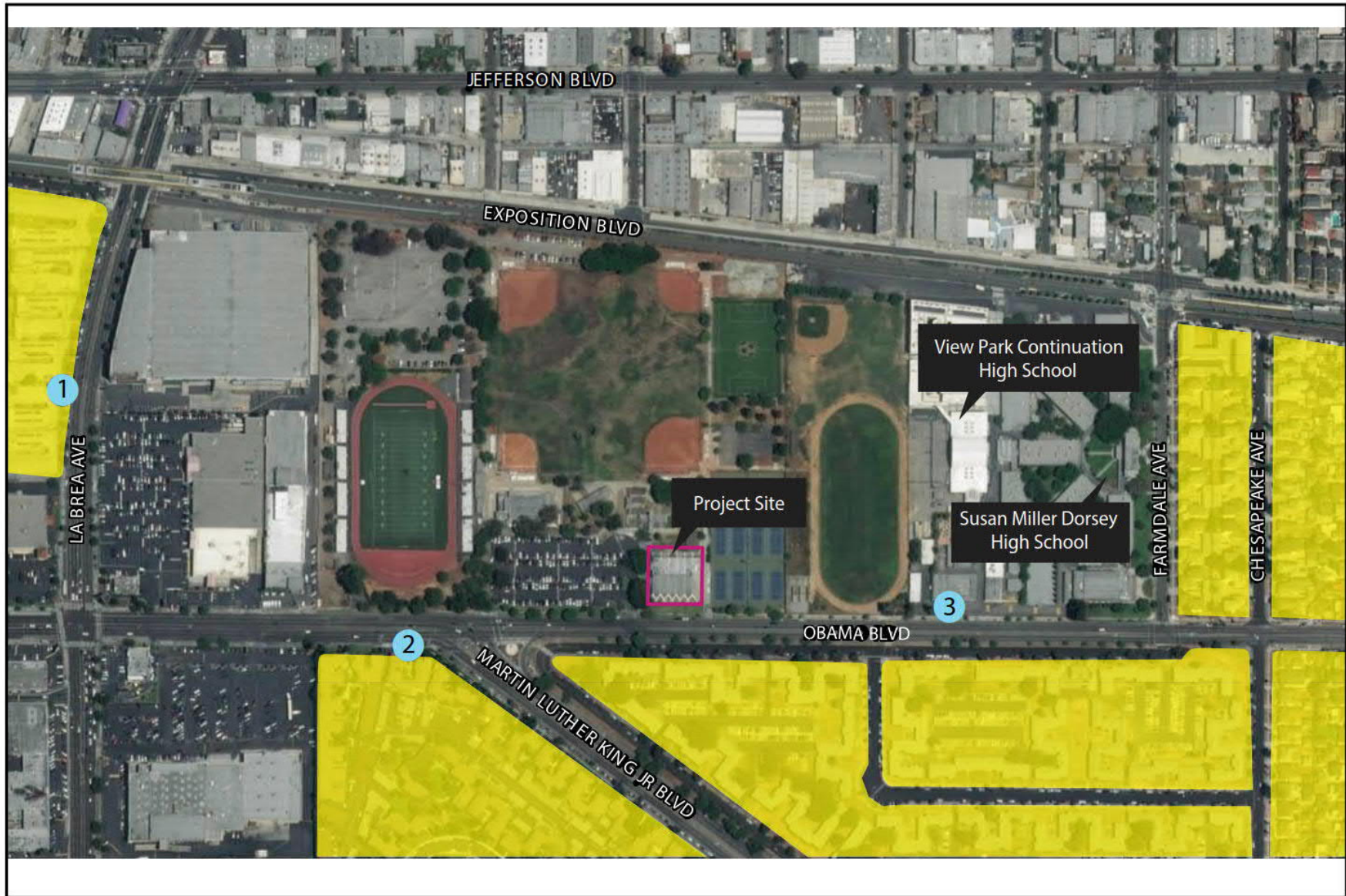
Sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. They typically include residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas. The project site is located in an urban environment 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 ramming 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 (<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: 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**

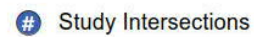
The project site is located in the West Adams community of the City of Los Angeles. The project site is served by Obama Boulevard and Martin Luther King Jr. Boulevard to the south, La Brea Avenue to the west, Exposition Boulevard to the north, and Farmdale Avenue to the east. Regional access to the project 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**

<b>LOS</b>	<b>Flow Condition</b>	<b>Signalized V/C Ratio</b>
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**

<b>No.</b>	<b>Intersection</b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
		<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>
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**

LOS	Final V/C <sup>a</sup>	Project-Related 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

<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/gnlpn/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/objectable 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 Protection 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,

<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.”

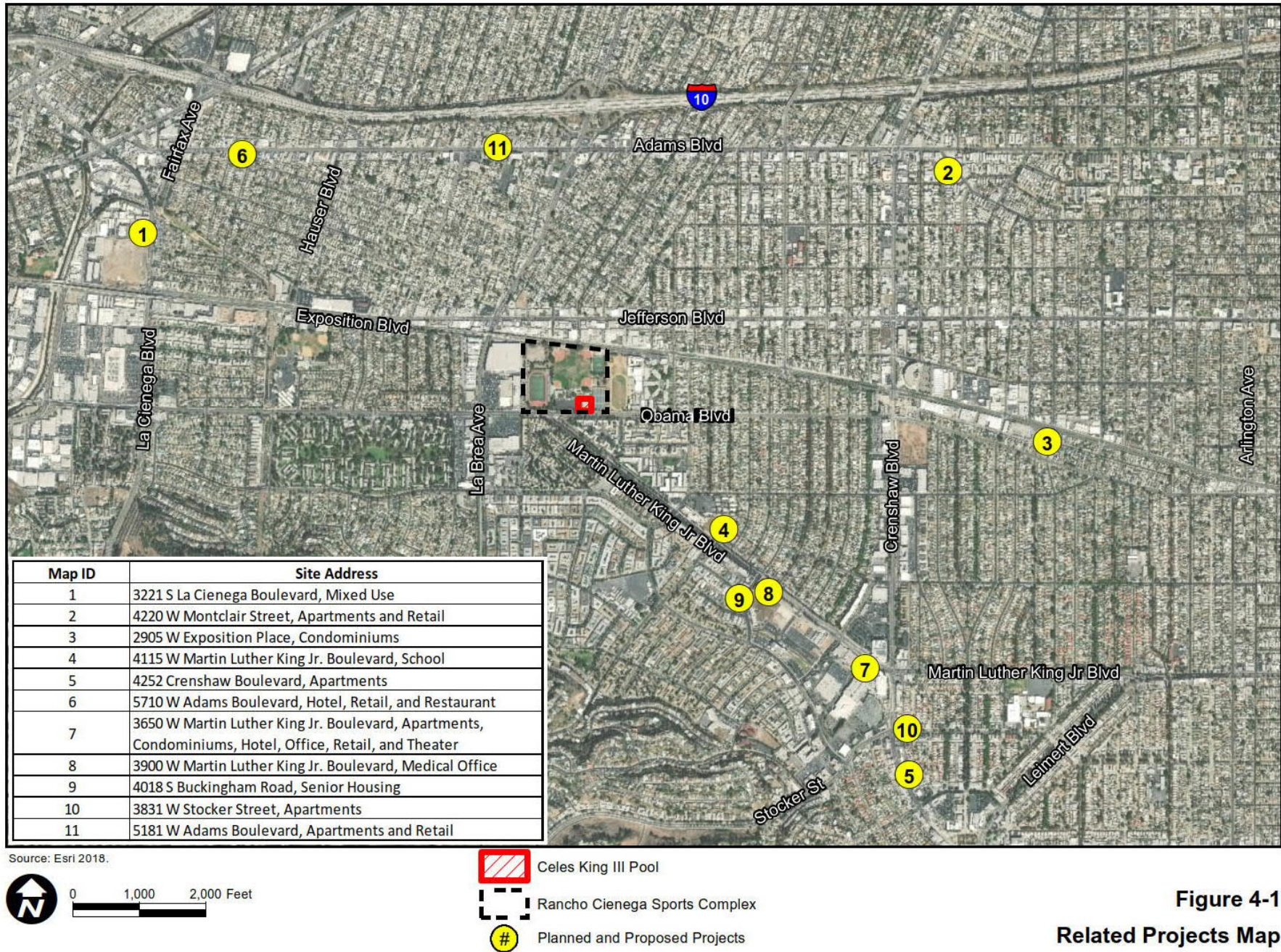
Pursuant to Section 15130(b)(1)(A) of the CEQA Guidelines, a list of past, present, and probable future projects producing related or cumulative impacts may be used as the basis of the cumulative impacts analysis. The “list” approach was used for the cumulative impacts discussion in this EIR. The scale 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.





**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
$\text{CH}_4$	methane
City	City of Los Angeles
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
$\text{CO}_2$	carbon dioxide
$\text{CO}_2\text{e}$	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
$L_{\text{eq}}$	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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