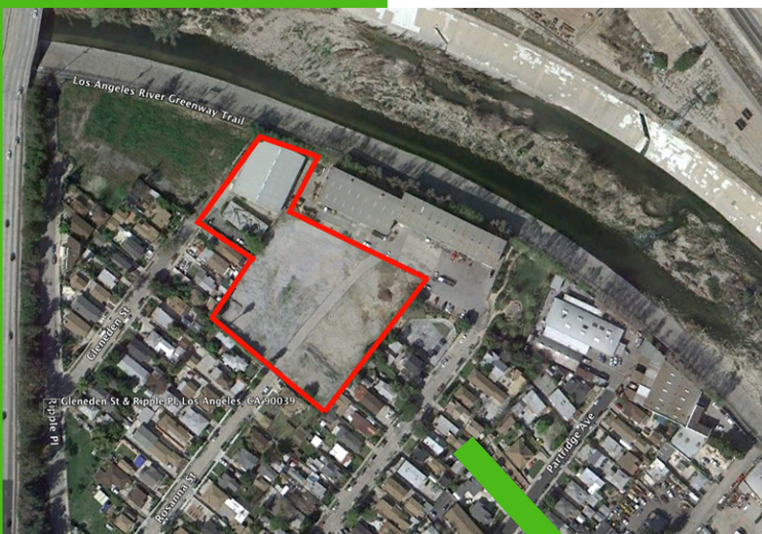


MITIGATED NEGATIVE DECLARATION MARSH PARK

Mountains
Recreation
and
Conservation
Authority



**July
2012**

**INITIAL STUDY, ENVIRONMENTAL CHECKLIST
AND MITIGATED NEGATIVE DECLARATION**

MARSH PARK

**MOUNTAINS RECREATION AND CONSERVATION AUTHORITY
JULY 2012**

Table of Contents

Project	1
Determination	13
Aesthetics	17
Agriculture And Forestry Resources	18
Air Quality	19
Biological Resources	25
Cultural Resources	27
Geology And Soils	29
Greenhouse Gas Emissions	32
Hazards And Hazardousmaterials	35
Hydrology And Water Quality	39
Land Use And Planning	43
Mineral Resources	43
Noise	44
Population And Housing	50
Public Services	51
Recreation	52
Transportation/Traffic	53
Utilities And Service Systems	62
Mandatory Findings Of Significance	65

INITIAL STUDY, ENVIRONMENTAL CHECKLIST AND MITIGATED NEGATIVE DECLARATION MARSH PARK

- 1. Project Title:** Marsh Park
- 2. Lead Agency Name and Address:** Mountains Recreation and Conservation Authority (MRCA)
L.A. River Center & Gardens
570 West Avenue 26, Suite 100
Los Angeles California 90065
- 3. Contact Person and Phone Number:** Laura A. Saltzman, ASLA
Associate Landscape Architect
(323) 221-9944 ext. 186
- 4. Project Location:** The approximately 3-acre project site is located in the County of Los Angeles, within the Silver Lake-Echo Park-Elysian Valley Community Plan Area of the City of Los Angeles.
- The project site is located south of the Glendale Freeway and East of Interstate 5.
- The project site includes Assessor Parcel Number (APN) 5442-031-902 and portions of APNs 5442-031-901 (2944 Gleneden Street) and 5442-029-900 (2960 Marsh Street). (Thomas Brothers Maps – Page 594, Grid F3)
- (See **Figure 1** and **Figure 5**)
- 5. Project Sponsor's Name and Address:** Mountains Recreation and Conservation Authority
L.A. River Center & Gardens
570 West Avenue 26, Suite 100
Los Angeles California 90065
- 6. General Plan Designation:** Open Space
- Community Plan Area: Silver Lake-Echo Park – Elysian Valley
- 7. Zoning:**
- Approximately 0.192 acres (8,360 square feet) of the project site is zoned RD3-IVL
 - The remainder of the site is zoned OS-1XL.
 - Additional Zoning Information (ZI):
 - ZI-Los Angeles River Revitalization Master Plan
 - ZI-East Los Angeles State Enterprise Zone

8. Surrounding Land Uses and Settings:

North: An industrial building (the Janel Building) is located just north of the project site on a portion of parcel APN 5442-031-901. Just north of the industrial building is the Los Angeles River Greenway Trail and the Los Angeles River

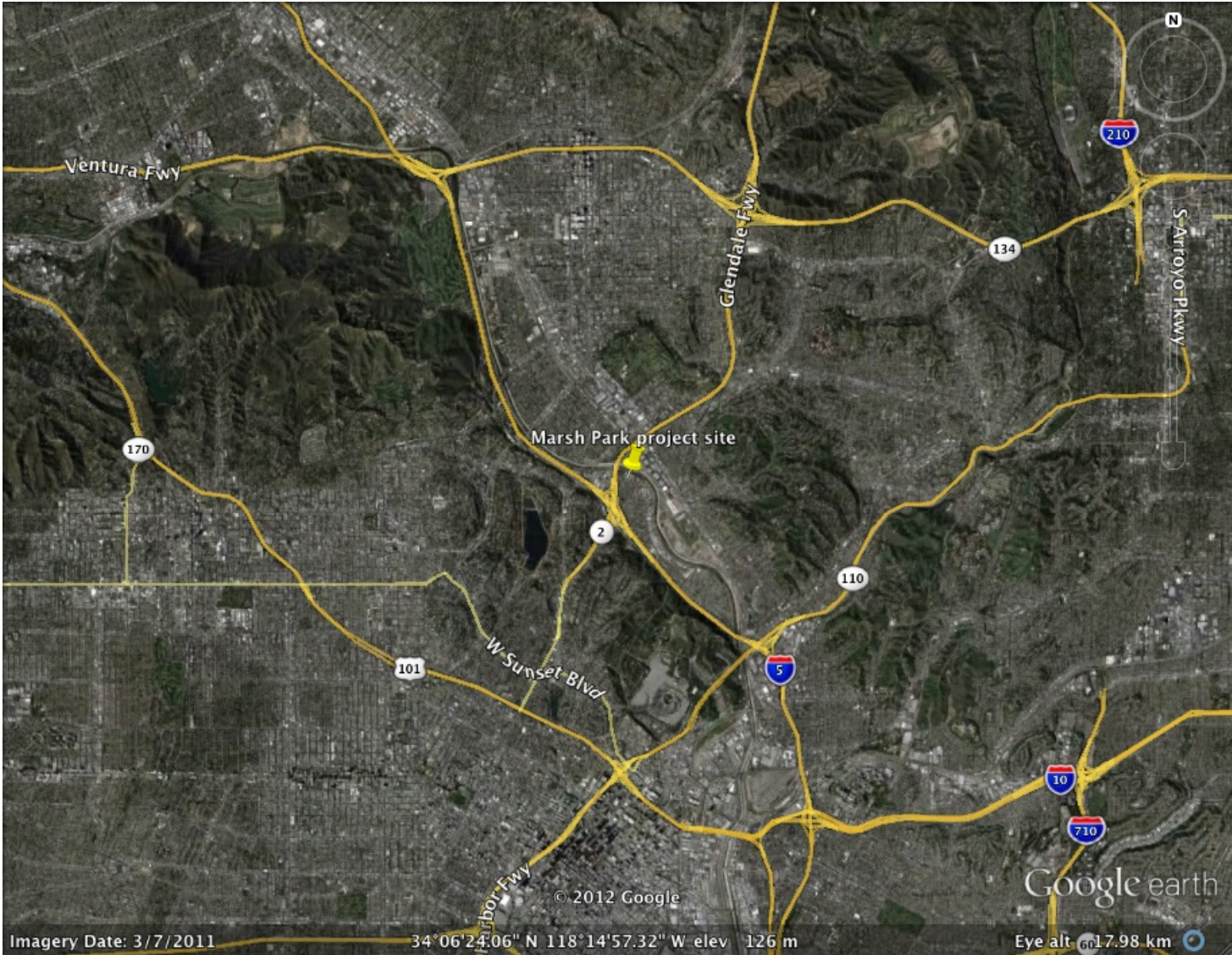
South: A residential neighborhood is located south of the project site

West: A residential neighborhood is located west of the project site. There is also a vacant lot located north west of the project site, which is the future location of a planned 56-condo project (CPC-2005-6796-ZC-GPA-ZV-ZAA).

East: Abutting the site to the east is a skate park and residential neighborhood. Existing Marsh Park is located to the north east of the project site.

(See **Figures 2 and 3**)

FIGURE 1 - PROJECT LOCATION MAP



Source: Google Earth

FIGURE 2 - PROJECT SITE MAP & SURROUNDING LAND USES



Source: Google Earth

FIGURE 3 – PARK SITE PLAN



MARSH PARK

Marsh Park 06/18/2012

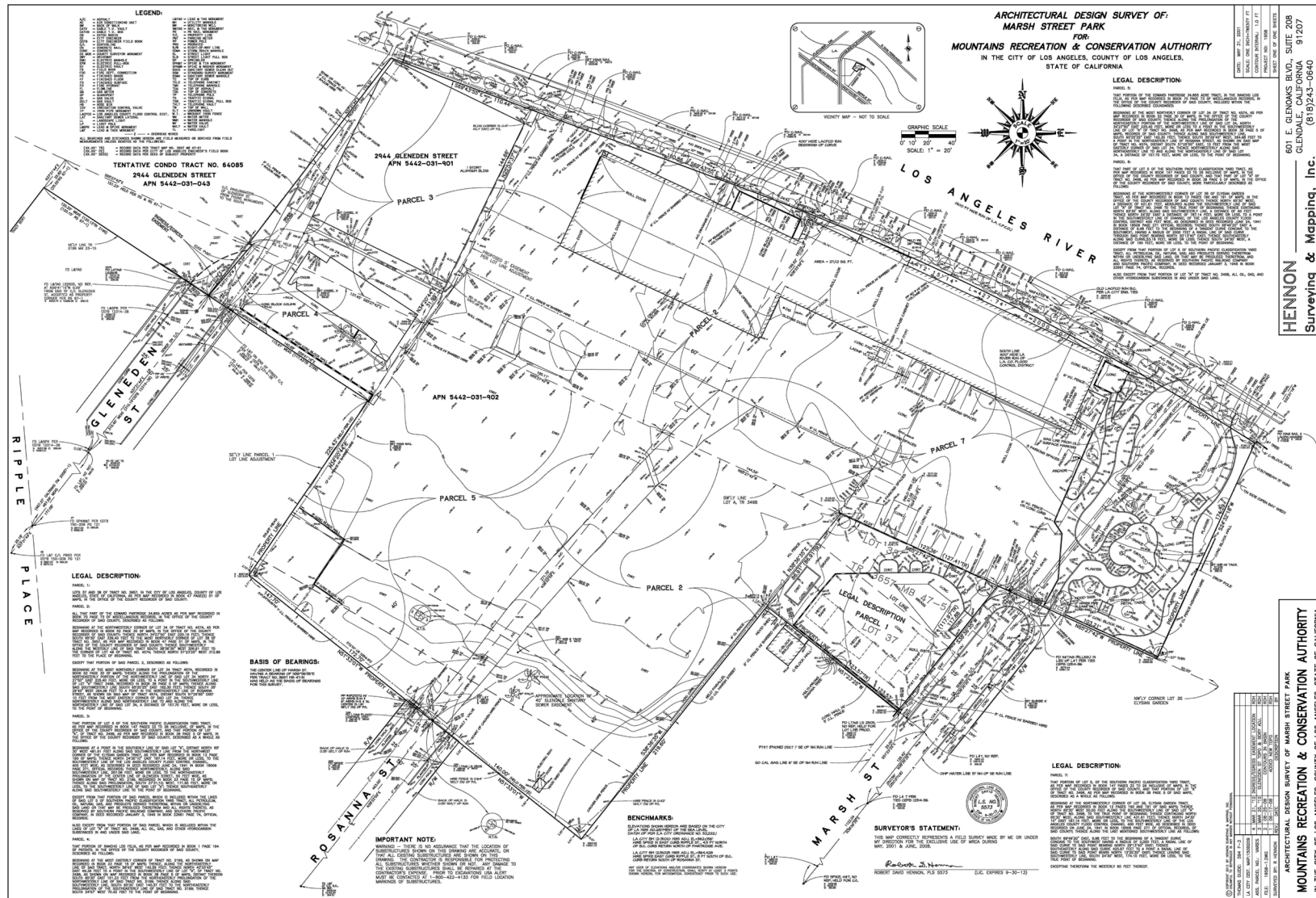
MOUNTAINS RECREATION & CONSERVATION AUTHORITY
 CONSULTING ARCHITECTS
MELÉNDREZ

FIGURE 4 – PANORAMIC VIEW OF THE PROJECT SITE LOOKING NORTH FROM ROSANNA STREET ENTRANCE



View of exiting buildings to be demolished (orange and yellow building to the left), the existing Janel Building (center), and the skate park location (to the right)

FIGURE 5 – ARCHITECTURAL DESIGN SURVEY



9. Description of Project:

The proposed project consists of the construction and operation of an approximately 3-acre community park by the Mountains Recreation and Conservation Authority (MRCA).

Existing Site

The project site is essentially flat. It slopes gently towards the northern property boundary. Except for the remains of an abandoned asphalt driveway that bisects the site, and two buildings located on the northwestern portion of the project site, the site is currently vacant, as shown in **Figure 2**. The two buildings are: (1) an approximately 14,300 square foot (sf) metal warehouse; and, (2) an approximately 3,000 sf wood frame and stucco building. These two buildings will be demolished to allow for construction of park improvements. The wood frame and stucco building is currently occupied by a tenant: a danceware manufacturing company with approximately 3 people.

Project Uses

As shown in **Figure 3**, the proposed park includes:

- A free play meadow
- A landscaped walking and nature trail
- Health and fitness stations along the trail
- An approximately 3,528 sf (± 882 sf) open-air picnic shelter. The picnic shelter has been sized to accommodate seating for up to approximately 200 persons at portable tables, although larger gatherings in the picnic shelter area and park are possible.
- Picnic tables
- A community gathering/outdoor classroom area
- Bioswales (for stormwater management purposes)
- An approximately 725 sf restroom building (± 182 sf) planned to contain 3 stalls and two sinks for women and 1 stall, two urinals and two sinks for men
- An approximately 210 sf (± 50 sf) storage shed
- A 43 car parking lot

Project Construction

Project construction will include demolition of the two existing on-site buildings, site grading, park construction and landscaping.

The MRCA will require that its demolition contractor comply with the requirements of the City of Los Angeles's Citywide Construction and Demolition Waste Recycling Ordinance.

The existing project site is essentially flat. The site will be graded to gently slope in the direction of the bioswale, which is designed to intercept stormwater flows onsite. It is estimated that grading will involve approximately 1,080 cubic yards (cy) of cut and 4,921 cy of fill. Site grading will, therefore, require approximately 3,841 cy of soil import.

It is anticipated that the following construction phases will take:

- Demolition (1 month)
- Grading and site preparation (2.5 months)
- Infrastructure and construction (7 months)
- Landscaping (1.5 months)

It is anticipated that park construction will be completed and the park will become operational during 2013.

Park Fencing

As shown in **Figure 3**, the proposed park will be fully fenced and gated. The Gleneden and Roasanna Street park driveways will be gated. A gate will also be provided near the northwest corner of the park, to provide access to the park from the Los Angeles River Trail. Gates will be open during normal park hours and will be closed and locked when the park is closed.

The park plan includes construction of a 6-to-8-foot high concrete block wall along the southern portion of the park site to separate the park from adjacent residential uses. The six-foot segment of block wall will replace the existing five-foot fence along the site's southern boundary in the RD3 zone, just south of the proposed picnic shelter, and will run from Gleneden Street to where the property line takes a turn to the south. The remaining segments of the block wall will be eight-feet in height. An eight-foot block wall will also be provided on the west side of the park, south of the Gleneden Street driveway and on the east side of the park, south of the existing skate park. Gated access to the existing skate park will be provided, and will be open during skate park hours. North of the Gleneden street driveway, on the west side of the park, the park will be fenced with a metal fence. Similarly, north of the existing skate park, on the east side of the park, the park will be fenced with a metal fence. Fencing will also be provided along the northern boundary of the park site.

Access

A vehicular park entrance and exit will be located on Rosanna Street. Vehicular access will also be provided from Gleneden Street. The driveway to Gleneden Street will also function as a park entrance and exit.

Parking

The proposed park includes 43 parking spaces. The Los Angeles City's Zoning Code, *Section 12.21.A.4 – Off-Street Automobile Parking Requirements*, does not provide parking requirements for park land-uses. However, the Institute of Transportation Engineers (ITE) *Parking Generation, 3rd Edition* (2004) published an observed parking rate of 5.1 parked vehicles-per-acre for a City Park (ITE Code 411) land use. Using the ITE rate of 5.1 spaces per acre, the proposed three-acre park would need approximately 15 parking spaces. The park plan thus provides 28 spaces more than anticipated to be needed for normal park use.

Special event park use will be subject to MRCA Special Event Guidelines for the facility. Special Events of more than 50 persons or events occurring outside of normal park hours will be required to obtain an Event Permit from the MRCA. This requirement is designed to ensure that park parking will not occur in the surrounding neighborhood and to provide the MRCA with notification of events for monitoring purposes. Events larger than 50 persons during normal park hours will be required to have a Parking Management Plan. The threshold for requiring a Parking Management Plan during hours when the park is open for other users is based on an average vehicle occupancy of 1.75 persons and use of the 28 additional spaces, beyond the spaces needed for normal park use, for the special event ($28 \times 1.75 = 49$). If over time it is demonstrated that more or less than 28 spaces are consistently vacant, except during special events, or more parking becomes available, the MRCA may adjust the size of event triggering the need for a Special Events Permit and/or Parking Management Plan during normal park

hours. The trigger will be calculated based on the number of spaces consistently available, and average vehicle occupancy of 1.75.¹

The full 43 spaces would be available for special, by reservation only, events outside normal park hours, or when the park is closed to other users. These events will be subject to MRCA Special Event Guidelines for the facility, which will include requirements for a Parking Management Plan for events larger than 75 persons, to ensure that there is no spill-over parking into the residential neighborhood. The threshold for requiring a Parking Management Plan during hours when the park is closed to other users is based on average vehicle occupancy of 1.75 persons, with vehicles using the 43 spaces ($43 \times 1.75 = 75.25$).

Hours of Operation

The hours of operation for the proposed park are from sunrise to sunset, seven days a week, except for special events.

Special Events

Use of the park for special events for groups over 50 will be by reservation only. The picnic shelter will be available for reservation for special events, and will be able to accommodate seating for approximately 200 persons, although larger events may be accommodated in the park. Individuals/organizations reserving the picnic shelter area for special events will be responsible for providing their own tables. These events will be subject to MRCA Special Event Guidelines for the facility, which will include requirements for a Parking Management Plan for special events larger than 50 persons during normal park hours, or 75 persons when the park is normally closed, to avoid spillover parking into the neighborhood. (See discussion under Parking, above).

Lighting

On-site lighting of the site will be provided along walkways and in the vicinity of picnic/community gathering/outside classroom areas during any events held at night. All lighting will be shielded and directed downwards to ensure no spillover into the residential areas surrounding the project site.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement)

City of Los Angeles

- Demolition Permit
- Grading Permit
- Building Permit (picnic shelter, restroom building, walls and fences)
- Landscaping Permit
- LADBS – Green Building Plan Check
- Haul route approval (for import/export greater than 1,000 cy)
- Approval of a Standard Urban Stormwater Mitigation Plan (SUSMP) or Low Impact Development (LID)
- Approval of a Sanitary Sewer connection (S-Permit)

¹ According to the Federal Highway Administration's 2009 National Household Travel Survey (NHTS), average vehicle occupancy in the west for trips made for social/recreational purposes averaged 1.98 persons per vehicle in 2009. Use of the 1.75 average vehicle occupancy thus helps to ensure that event parking will not spill into the surrounding neighborhood.

Los Angeles Fire Department

- Approval of hydrants and access

State Water Resources Control Board

- Storm Water Pollution Prevention Plan (SWPPP) approval

Los Angeles County

- Storm Drain Connection Permit

In addition to these permits, other potential miscellaneous ministerial permits may be required to implement the Project.

11. **References and Supporting Information Sources**

The following supporting information sources are referenced where appropriate in the Environmental Checklist Form/Mitigated Negative Declaration:

1. City of Los Angeles ZIMAS property information database: zimas.lacity.org
2. Air Quality Impact Analysis, Marsh Park, City of Los Angeles, California, prepared by Giroux & Associates, February 27, 2012.
3. Noise Impact Analysis, Marsh Park, City of Los Angeles, California, prepared by Giroux & Associates, May 13, 2012
4. Traffic Study, Marsh Park Expansion, Mountains Recreation and Conservation Authority, Los Angeles, California, prepared by Arch Beach Consulting, February 21, 2012.
5. Final Programmatic Environmental Impact Report/Programmatic Environmental Impact Statement for the Los Angeles River Revitalization Master Plan, prepared by the City of Los Angeles and the US Army Corps of Engineers, with the assistance of Tetra Tech, Inc., April 2007. Available at:
http://www.lariverrmp.org/eireis/environmental_documents.cfm
6. Silver Lake-Echo Park-Elysian Valley Community Plan, City of Los Angeles, updated August 11, 2004. Available at: <http://cityplanning.lacity.org/complan/pdf/SlkCPTXT.pdf>
7. Summary Report: Pre-Demolition Bulk Asbestos and Lead-Based Paint Survey, Mountains Recreation and Conservation Authority – Gleneden Property, 2944 Gleneden Street, Los Angeles, CA 90039, prepared by SCA Environmental, Inc., September 2010.
8. (a) Geotechnical Design Report, Proposed Phase II Marsh Street Park, Northeast of Rosanna Street, Los Angeles, CA, prepared by GeoLogic Associates, December 4, 2006. (b) Geotechnical Report Update, Proposed Marsh Park, Los Angeles, California, prepared by GeoLogic Associated, March 15, 2012.
9. Preliminary Environmental Assessment, Marsh Street Property, 2944 Gleneden Street, Los Angeles, California, prepared by CET Environmental Services, Inc., July 1998.
10. Figure 6.2 County of Los Angeles General Plan, Significant Ecological Areas and Coastal Resource Areas, October 2011 – Available at:
http://planning.lacounty.gov/assets/upl/project/gp_2035_FIG_6-2_significant_ecological_areas.pdf)
11. L.A. CEQA Thresholds Guide, City of Los Angeles, 2006. Available at: <http://www.ci.la.ca.us/EAD/programs/thresholdsguide.htm>
12. "Air Quality and Land Use Handbook: A Community Health Perspective," California Environmental Protection Agency, California Air Resources Board, April 2006. Available at: http://www.environmentla.org/programs/table_of_contents.htm

Copies of these information sources are available for review in the offices of the MRCA, at the L.A. River Center & Gardens, 570 West Avenue 26, Suite 100, Los Angeles California 90065 or at the web addresses provided.

12. Appendices

Appendices containing the following studies are attached to this Initial Study/Mitigated Negative Declaration:

- A. Air Quality Impact Analysis, Marsh Park, City of Los Angeles, California, prepared by Giroux & Associates, February 27, 2012.
- B. Noise Impact Analysis, Marsh Park, City of Los Angeles, California, prepared by Giroux & Associates, May13, 2012
- C. Traffic Study, Marsh Park Expansion, Mountains Recreation and Conservation Authority, Los Angeles, California, prepared by Arch Beach Consulting, February 21, 2012.

CONSULTATION AND COORDINATION

REPORT PREPARERS

The following consulting firms assisted in the preparation of this Initial Study/Mitigated Negative Declaration:

Initial Study/Mitigated Negative Declaration:
Pareto Planning and Environmental Services
1411 West Clark Avenue
Burbank, CA 91506

Traffic Study
Arch Beach Consulting
303 Broadway, Suite 104-6
Laguna Beach, CA 92651

Air Quality and Noise Analysis
Giroux & Associates

INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

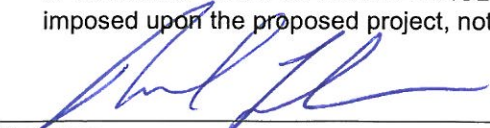
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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



Signature

7-3-12

Date

Paul Edelman, Chief of Natural Resources and Planning
Printed Name

MRCA _____
For:

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers, except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factor as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)
- 2) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

-
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL CHECKLIST:

I AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

- I(a). **Less Than Significant** – Views of the Los Angeles River from the neighborhood south of the proposed park are currently blocked by fencing and the existing Janel Building, which is not a part of the proposed project. Views of the River from the residential neighborhood will be largely unchanged by the proposed project. Users of the proposed park will be provided with access to the Los Angeles River Trail and views of the Los Angeles River from the portion of the park project site west of the Janel Building. The proposed project will therefore provide improved views of a scenic vista.
- I(b). **No Impact** – According to the Community Plan for the area (Reference #6) there are no scenic highways in the vicinity of the project. The Project is not located along a designated scenic highway. With the exception of two existing structures on the project site, the project site is currently vacant. The project site does not contain any important trees, rock outcroppings or any historic buildings.
- I(c). **Less Than Significant Impact** – The proposed project:
- Does not include a proposed zone change or variance that would increase density, height, and bulk in areas where there is a consistent theme, style, or building height and setbacks.
 - Does not include a proposal to develop or allow development in an existing natural open space area. The proposed park would be located on a previously developed site.
 - Would not result in the removal of one or more features that contribute to the value aesthetic character or image of the neighborhood, community, or localized area.
 - Would not introduce features that would detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting with important aesthetic elements or the quality of the area (such as theme, style, setbacks, density, massing, etc.) or by being inconsistent with applicable design guidelines.

With the exception of two existing structures on the project site, the project site is currently vacant. Reuse of the site, as a neighborhood park, will improve the visual character and quality of the site and its surroundings. The project will thus have a beneficial aesthetic impact on the site and its surroundings.

I(d). **Less Than Significant Impact** – The proposed project:

- Would not introduce light likely to increase ambient nighttime illumination levels beyond the property line of the project site.
- Does not include lighting that would routinely spillover onto a light-sensitive land use.

The normal hours of park operation for the park will be from sunrise to sunset. On-site lighting of the site will be provided along walkways and in the vicinity of picnic/community gathering/outside classroom areas during special events. All lighting will be shielded and directed downwards to ensure no spillover into the residential areas surrounding the project site. Views of the park site from residential uses south, east and west of the project site will be largely blocked by the 6-to-8-foot concrete block walls proposed along these portions of the project perimeter (see Project Description), which will help to ensure that the project will not result in a new source of substantial light in the project area. The project is a park, and does not contain any features that would be a substantial source of glare.

II AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments:

II(a). **No Impact** – With the exception of two existing structures on the project site, the project site is currently vacant. The site does not contain any farming activities. According to the City of Los Angeles' Zoning Information Management System, ZIMAS (Reference #1), none of the parcels which make up the project site are within an area containing

mapped farmland. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is present on the project site.

II(b). **No Impact** – The project site is currently vacant. It does not contain any farming activities. It is not subject to a Williamson Act contract. According to the State Department of Conservation, Los Angeles County does not participate in the Williamson Act program.

http://www.consrv.ca.gov/dlrp/LCA/basic_contract_provisions/Pages/index.aspx#does%20my%20county%20participate)

II(c). **No Impact** – With the exception of two existing structures on the project site, the project site is currently vacant. It is located within urbanized East Los Angeles. It does not contain any forestland or timberland. The project site is zoned OS-1XL and RD3-1VL and does not require any rezoning to allow for the proposed park project.

II(d). **No Impact** – With the exception of two existing structures on the project site, the project site is currently vacant. It is located within urbanized East Los Angeles. It does not contain any forestland or timberland. The proposed park project would not result in the loss of forestland or conversion of forestland to non-forest use, since no forest use is present on the project site.

II(e). **No Impact** – With the exception of two existing structures on the project site, the project site is currently vacant. It is located within urbanized East Los Angeles. It does not contain any agricultural land, forestland or timberland. The proposed park project would not result in the loss of forestland or conversion of forestland to non-forest use, since no forest use is present on the project site. The proposed park project does not involve any other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

III AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

An Air Quality Impact Analysis for the project was prepared by Giroux & Associates. The full Air Quality Impact Analysis is contained in **Appendix A**. The following impact discussion summarizes the findings of the Air Quality Impact Analysis.

- III(a). **Less Than Significant** – The project site is located within the City of Los Angeles, which is within the South Coast Air Basin (SCAB). SCAB is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to north and east, and the Pacific Ocean to the south and west.

The Federal Clean Air Act (1977 Amendments) require that designated agencies in any area of the nation not meeting national clean air standards prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAB could not meet the deadlines for compliance with national ozone, nitrogen dioxide, carbon monoxide, or PM-10 standards. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with airsheds with “serious” or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised and approved over the past decade. Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements.

The most recently adopted plan is the 2007 AQMP, adopted on June 1, 2007. This plan is the South Coast Air Basin’s portion of the State Implementation Plan (SIP). This plan is designed to achieve the five percent annual reduction goal of the California Clean Air Act.

The SCAQMD understands that southern California is growing. As such, the AQMP accommodates population growth and transportation projections based on the predictions made by the Southern California Association of Governments (SCAG). Thus, projects that are consistent with employment and population forecasts are consistent with the AQMP.

The proposed project is consistent with the Zoning and General Plan Land Use designations for the site. As a result, the project is consistent with the growth expectations for the region. The proposed project is therefore consistent with the AQMP and would have less than significant impacts on Plan attainment.

III(b). **Less Than Significant** - The SCAQMD, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. The South Coast Air Quality Management District (SCAQMD) has designated project-specific significant emissions thresholds as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines:

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Both the construction and operational air quality impact significance for the proposed project has been analyzed using these project Thresholds of Significance.

Construction Impacts

Based on the project description, demolition quantities, grading information, and construction fleet assumptions, the following worst-case daily project construction emissions were calculated by Giroux & Associates using the CalEEMod 2011.1.1 computer model (See **Appendix A**):

Construction Activity Emissions Maximum Daily Emissions (pounds/day)							
Activity	ROG	NOx	CO	SO₂	PM-10	PM-2.5	CO₂ (e)
Maximum Daily Emissions	7.3	64.2	36.8	0.0	20.9	3.0	6,899.3
SCAQMD Thresholds	75	100	550	150	150	55	-

Source: Giroux & Associated - CalEEMod.2011.1.1 output in Appendix A, Attachment A.

As shown in the table, peak daily construction activity emissions will be well below SCAQMD CEQA thresholds even without application of any possible mitigation measures.

However, because of the basin's non-attainment status for PM-10/PM-2.5, SCAQMD recommends use of standard fugitive dust control mitigation measures for any project in the region. Because of the role of NOx in basin smog formation, use of reasonably available NOx control measures is also recommended. These recommended dust emissions mitigation measures are as follows and will be required of the project by the MRCA:

Mitigation 3-1: In order to reduce fugitive dust emissions during construction, the MRCA shall require the construction contractor to:

- Apply soil stabilizers or moisten inactive areas.
- Prepare a high wind dust control plan.
- Address previously disturbed areas if subsequent construction is delayed.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone

Mitigation 3-2: In order to reduce combustion engine emissions and diesel exhaust the MRCA shall require the construction contractor to:

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using upgraded (Tier 3 or better) heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

Operational Impacts

The greatest project-related air quality concern derives from the new vehicle trips that will be generated by recreational uses at project completion. At project build-out, the proposed site uses are proposed to generate 9 daily trips on weekdays and 284 daily trips on weekends. (Reference 4; Traffic Study included in Appendix C)

Park uses will also generate small quantities of “area source emissions” derived from organic compounds from restroom cleaning products, landscape maintenance, picnic cooking, etc. The contribution of such sources are minimal for a park of this size.

Operational emissions for project-related traffic were calculated by Giroux & Associates using CalEEMod 2011.1.1 for an assumed worst-case project build-out year of 2012 (see Appendix A). It is anticipated that the actual buildout year will be 2013. As seen below, project development will not cause the SCAQMD’s recommended threshold levels to be exceeded. Operational emissions will be at a less-than-significant level.

Project-Related Emissions Burden (weekend trips)

Year 2012	Emissions (lbs/day)						
	ROG	NOx	CO	SO ₂	PM-10	PM-2.5	CO ₂
Area Sources	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mobile Sources	1.4	3.2	13.5	0.0	2.1	0.1	1,884.8
Total	1.4	3.2	13.5	0.0	2.1	0.1	1,884.8
SCAQMD Threshold	55	55	550	150	150	55	-

Occasional special events may occur at the Marsh Park site as permitted by the MRCA. A small daily increase in traffic could accompany such uses. However, the availability of only 43 on-site parking spaces would severely limit event size. The margin of difference between peak weekend trip emissions and SCAQMD CEQA thresholds is so large as to maintain special event air quality impacts as negligible and less-than-significant.

The project will not cause the SCAQMD's recommended threshold levels to be exceeded. Operational emissions impacts will be less-than-significant.

- III(c). **Less Than Significant** - As detailed in Checklist Response III(b) and Appendix A, the project emissions are projected to be well below the SCAQMD Thresholds of Significance. The SCQAMD established these thresholds in consideration of cumulative air pollution in the SCAB. Thus, projects that do not exceed the SCAQMD's thresholds do not significantly contribute to cumulative air quality impacts. Since the proposed project would not exceed the SCAQMD's thresholds, the project would not result in a cumulatively considerable net increase of any criteria pollutant, and the project's contribution to cumulative impacts would be less than significant.
- III(d). **Less Than Significant** – The following land uses are considered sensitive receptors: residences, schools, daycare centers, playgrounds and medical facilities (Reference 11, page 4).

Impact of Project Location on Sensitive Park Users

The proposed project is a community park, rather than a playground. The project site is not located in the vicinity of a congested intersection that is considered a CO hotspot. None of the land uses in the immediate vicinity of the project generate toxic air pollutants or substantial pollution concentrations, with the exception of the Glendale Freeway. The nearest toxics emitter is Allesandro Automatic, which is a small emitter located at 2938 Allesandro Street (Envirofacts database search, February 8, 2012).

The California Environmental Protection Agency (CalEPA) and the California Air Resources Board (CARB) have made recommendations on the siting of new sensitive land uses in the Report: "Air Quality and Land Use Handbook: A Community Health Perspective (Reference 11). As noted in the Report:

The overarching goal is to avoid placing people in harm's way. Recent studies have shown that public exposure to air pollution can be substantially elevated near freeways and certain other facilities. What is encouraging is that the health risk is greatly reduced with distance. For that reason, we have provided some general recommendations aimed at keeping appropriate distances between sources of air pollution and land uses such as residences.

Land use decisions are a local government responsibility. The Air Resources Board's role is advisory and these recommendations do not establish regulatory standards of any kind.

The Report recommends that governmental agencies "avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles per day." According to the Report, California freeway studies

showed a dramatic decrease in emission levels within approximately 300 feet of the studied freeways (the 710 and 405 freeways). At 500 feet there was about a 70% drop off in particulate pollution levels. The studies on which the Report is based generally looked at long-term exposure, rather than the effects of occasional exposure.

The closest freeway to the project site is the Glendale Freeway (State Route 2), which is located west and north of the project site. At its closest point, the Gleneden driveway into the park, the project site is located approximately 400 feet from the Glendale Freeway, which in 2010 had approximately 145,000-152,000 average annual daily trips on the freeway segment closest to the project site, according to the California Department of Transportation (traffic-counts.dot.ca.gov). A small strip along the project's western edge is located within 500 feet of the freeway. No portion of the park is within 300 feet of the freeway.

The main park uses that are less than 500 feet from the freeway are park parking, landscaping and a portion of the picnic shelter. Most of the key park facilities, and the more active park uses, such as the free play meadow and health and fitness stations, are located more than 500 feet from the freeway.

The CalEPA and CARB recommendations are not a regulatory standard, but merely serve as siting guidance. The proposed project is a largely passive community park, rather than a playground used daily by school children. The more regular users of the park are anticipated to be residents of the immediate area whose exposure would not be substantially changed by park use. Los Angeles River Trail riders and users from outside the immediate neighborhood are unlikely to use the park on a regular basis or for extended periods of time. Most of the key park uses are located more than 500 feet from the freeway. Therefore, the impact on park users who are sensitive receptors to substantial pollutant concentrations is anticipated to be less than significant.

Impact of Project Construction on Nearby Sensitive Receptors

As summarized below, and detailed more fully in the Air Quality Impact Analysis contained in **Appendix A**, the proposed project's construction emissions would not expose sensitive receptors in the vicinity to substantial pollutant concentrations. The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Local Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For recreational development, the only source of LST impact would be during construction. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST pollutant concentration data is currently published for 1, 2 and 5-acre sites for varying distances. This project is approximately 3 acres and therefore the data between 2 and 5 acres was interpolated accordingly. LST screening tables are available for 25,

50, 100, 200 and 500-meter source-receptor distances. The closest residence to the nearest site perimeter is as close as 25 meters to the closest project boundary, so that a conservative 25-meter distance was utilized for this analysis. Therefore, utilizing data for a 3-acre site and a source receptor distance of 25 meters, the following thresholds (pounds per day) were applied to each phase of project construction:

Los Angeles	CO	NOx	PM-10	PM-2.5
LST Threshold	1,319	126	11	6
Proposed Project				
Demolition	22	39	3	2
Grading	22	38	8	5
Construction	14	25	2	2
Paving	17	29	3	3

Gioux & Associates: CalEEMod Output in Appendix A, Attachment A (maximum emissions from on-site activities)

All emissions, even without mitigation, are below LST thresholds for construction. Impacts to sensitive receptors would be less than significant. Compliance with the measures specified under III(b) will further reduce emission levels.

III(e). **Less Than Significant** – Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-selling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Because the project is a park project and does not include these types of activities, odor-related impacts will be less than significant.

IV BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

- IV(a). **Less Than Significant Impact** – The project site is located in a highly urbanized area of the City of Los Angeles. With the exception of the two existing buildings on the site, the site is currently vacant. The site does not include any habitat that would support sensitive plant or animal species.
- IV(b). **Less Than Significant Impact** - The project site is located in a highly urbanized area of the City of Los Angeles. With the exception of the two existing buildings on the site, the site is currently vacant. The site does not include any riparian habitat or other sensitive natural community.
- IV(c). **Less Than Significant Impact** - The project site is located in a highly urbanized area of the City of Los Angeles. With the exception of the two existing buildings on the site, the site is currently vacant. The site does not include any wetland habitat.
- IV(d). **Less Than Significant** - The project is located in a developed urban area and does not involve the dispersal of wildlife nor will the project result in a barrier to migration or movement. The project is a park, which will contribute to the preservation of open space in the area. Therefore, the project will have no impact to wildlife movement.

All nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Game (CDFG) Code). The project site is currently vacant, except for the presence of two buildings on the site. There are no tall trees on the site. No impacts to nesting birds are anticipated, due to the nature of existing on-site uses, however, the following standard mitigation measure is included to ensure that no unanticipated impacts occur:

Mitigation Measure 4-1: To avoid potential significant impacts to nesting birds, including migratory birds and raptors, the following shall be implemented by the MRCA:

- A qualified biologist shall conduct a pre-construction survey for nesting birds if vegetation removal, demolition, or grading is initiated during the nesting season (which is generally February 1st through August 31st). In the event that occupied nests are identified a minimum buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist, shall be maintained during construction, depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A report by the qualified biologist documenting and

verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be maintained in the project file, and submitted to the City of Los Angeles upon request. In the event that occupied nests are identified on the site, the qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on active nests would occur.

IV(e). **Less Than Significant Impact** - The project site is located in a highly urbanized area of the City of Los Angeles. With the exception of the two existing buildings on the site, the site is currently vacant. The site does not contain any biological resources subject to local policies or ordinances protecting biological resources.

IV(f). **Less Than Significant Impact**– The project site is not subject to any Habitat Conservation Plan or Natural Community Conservation Plan. The site is not within a County of Los Angeles Significant Ecological Area (Reference 10). Therefore, biological resource impacts are less than significant.

V CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

V(a). **No Impact** – There are no historical resources present on the project site. There are currently two buildings located on the project site: (1) an approximately 14,300 square foot (sf) metal warehouse, the “Panama Moving and Storage Warehouse”, which is less than fifty years old, having been constructed circa 1987; and, (2) an approximately 3,000 sf wood frame and stucco building, the “factory” building constructed circa 1948. (Reference 7, p. 1). The “factory” building is unremarkable, and is typical of wood frame and stucco buildings of the era. Neither building is identified in the Community Plan for the area as an historical resource (Reference 6, Appendix A). No impacts to an identified historic resource would result from the project.

V(b). **Less Than Significant Impact** - There are no known prehistoric or historic archeological sites on the project site. If archaeological resources once existed on-site, it is likely that previous grading, construction, and modern use of the site have either removed or destroyed them. Consequently, surficial soils on the project site are devoid of archaeological resources. Development of the proposed project would involve minor grading, and installation of infrastructure and park facilities. The proposed grading is minor and is unlikely to encroach into undisturbed soils. Therefore, the proposed project is not anticipated to result in any impacts to archaeological resources. However, the

proposed project will be subject to the following standard mitigation measure related to the protection of unanticipated archeological resources:

Mitigation 5-1: If archaeological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until an archeologist certified by the Society of Professional Archeologists examines the site, identifies the archaeological significance of the find, and recommends a course of action. Construction shall not resume until the site archaeologist states in writing that the proposed construction activities will not significantly damage unique archaeological resources. Copies of the archeological survey, study or report shall be submitted to the UCLA Archaeological Information Center.

V(c). **Less Than Significant Impact** – The site is underlain by alluvium deposited by the Los Angeles River. (Reference 8, page 4). Due to their young age, this soil type is unlikely to contain significant vertebrate fossil remains, at least in the uppermost layers. Given the minor site grading and nature of the project, a park, soil disturbance will be limited in depth. Therefore, the proposed project is not anticipated to result in any impacts to paleontological resources. However, the proposed project will be subject to the following standard mitigation measure related to the protection of unanticipated paleontological resources:

Mitigation 5-2: If paleontological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until a paleontologist meeting the satisfaction of the Natural History Museum of Los Angeles County identifies the paleontological significance of the find, and recommends a course of action. Construction shall not resume until the site paleontologist states in writing that the proposed construction activities will not significantly damage paleontological resources. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum.

V(d). **Less Than Significant Impact** - There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts due to the unanticipated disturbance of human remains. The following standard mitigation measure is included to ensure compliance with this code requirement:

Mitigation Measure 5-3: If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

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

Explanation of Checklist Judgments:

VI(a).

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?*

Less Than Significant – According to the geotechnical report prepared for Marsh Park:

“The project site is not located within a currently established Earthquake Fault Zone (formerly known as Alquist-Priolo Special Studies Zone). Neither the field observations nor literature review disclosed an active fault trace on the project site, however several blind thrust faults underlie the site. In GLA’s opinion, the potential is low to moderate for ground or fault rupture to occur at the site during the design life of the proposed structures. In addition, the site is located within close proximity to the Hollywood and Raymond faults which are capable of generating significant ground shaking.” (Reference 8b, page 2).

Therefore, the proposed project would not expose people or structures to potential substantial adverse effects caused by the rupture of a known fault.

ii) *Strong seismic ground shaking?*

Less Than Significant With Mitigation- According to the geotechnical report prepared for Marsh Park:

“The project site is not located within a currently established Earthquake Fault Zone (formerly known as Alquist-Priolo Special Studies Zone). Neither the field observations nor literature review disclosed an active fault trace on the project site, however several blind thrust faults underlie the site. In GLA’s opinion, the potential is low to moderate for ground or fault rupture to occur at the site during the design life of the proposed structures. In addition, the site is located within close proximity to the Hollywood and Raymond faults which are capable of generating significant ground shaking.” (Reference 8b, page 2).

“The effect of seismic shaking may be mitigated by adhering to the CBC and state-of-the-art seismic design parameters of the Structural Engineers Association of California. (Reference 8(b), page 3).

The following mitigation measure will ensure that impacts are less than significant:

Mitigation 6-1- The proposed project will adhere to the recommendations of the existing Geotechnical Report for the project (Geotechnical Report Update, Proposed Marsh Park, Los Angeles, California, prepared by GeoLogic Associates, March 15, 2012) as amended by any subsequent project-specific Geotechnical Report.

The risk of earthquake damage will be reduced to a level that is considered less than significant because new structures shall be built according to the California Building Code, the seismic design parameters of the Structural Engineers Association of California and other applicable codes, and are subject to inspection during construction. Conforming to these required standards will ensure the proposed project would not result in significant impacts due to strong seismic ground shaking.

iii) *Seismic-related ground failure, including liquefaction as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of liquefaction?*

Less Than Significant – According to ZIMAS (Reference #1) the project site is within a liquefaction hazards zone. However, according to the geotechnical report prepared for Marsh Park the potential for liquefaction at the site is considered to be low. As explained in the geotechnical report:

“Liquefaction is likely to occur when loose sandy soils are saturated and subjected to seismic forces. During a seismic event, excess pore water pressures can increase and result in a loss of shear strength of the foundation soils. The project site is located within a currently established Seismic Hazard Zone for liquefaction (CDMG, 1999). Although groundwater was noted in the borings at a depth of about 38.5 feet below the ground surface at the time of drilling, CDMG (1998) has designated the historic groundwater level at about 25 feet below the existing ground surface. The . . . soils below 25 feet generally consist of dense sands with minor intervals of clayey deposits. Such soils will not be subject to

significant effects under seismic shaking of the design earthquake event, and as a result the potential for liquefaction at the site to effect the proposed at-grade, lightly-loaded site improvements is considered to be low." (Reference 8(b), page 4).

Liquefaction-related hazards are therefore considered to be less than significant. In addition, the proposed project will be designed in a manner that is consistent with California Building Code (CBC) seismic design criteria (Reference 8(b)) and the Geotechnical Report for the project demonstrates that the project will be able to comply with the CBC and other applicable codes. The risk of earthquake damage will be reduced to a level that is considered less than significant because new structures shall be built according to the California Building Code and other applicable codes, and are subject to inspection during construction. Conforming to these required standards will ensure the proposed project would not result in significant impacts due to strong seismic ground shaking and on-site soil conditions. Compliance with Mitigation 6-1 will further ensure that the project is constructed in accordance with the recommendations of the Geotechnical Report for the project.

iv. Landslides as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of landslides?

No Impact – The majority of the site is essentially flat. According to the geotechnical report for Marsh Park, elevations range from 359 to 365 feet. (Reference 8(a), page 4). Therefore, there are no landslide hazards on the project site. In addition, ZIMAS (Reference #1) indicates that the project site is not within a landslide hazard area.

VI(b). **Less Than Significant** – According to the City of Los Angeles' Threshold Guide (Reference 11, page E.2-1):

Construction is regulated by the Los Angeles Building Code (Sections 91.7000 through 91.7016 of the Los Angeles Municipal Code (LAMC)). The Los Angeles Building Code provides requirements for construction, grading, excavations, use of fill, and foundation work including type of materials, design, procedures, etc., which are intended to limit the probability of occurrence and the severity of consequences from sedimentation and erosion. Necessary permits plan checks, and inspections are specified. Also included in these requirements is the provision that any grading work in excess of 200 cubic yards (cu.yd.) that will occur between November 1 and April 15 (the "rainy season") must include an erosion control system approved by the Department of Building and Safety.

The proposed project will be required to comply with all applicable regulatory requirements. The proposed project:

- Would not result in grading, clearing or excavation of more than 20,000 cu.yd. on a slope of ten percent or more.
- Does not include grading, clearing, or excavation activities in an area of known or suspected erosion hazard (based upon designation on official maps and databases).

It is estimated that grading for the project will involve approximately 1,080 cubic yards (cy) of cut and 4,921 cy of fill. Site grading will, therefore, require approximately 3,841

cy of soil import. There will be no loss of topsoil. Instead, soil will be imported to allow for appropriate sloping of the site towards the proposed bioswale and creation of ADA/accessible parking, pathways and park facilities.

Project construction has the potential to result in minor erosion of soils during site preparation and construction activities. However, erosion would be reduced by implementation of stringent erosion controls imposed during grading and construction by permit regulations. Additionally, as a result of project development, drainage patterns on the site would be changed. However, all runoff associated with the project would either be directed to landscaped areas or the bioswales or other stormwater quality best management practices (BMPs) for infiltration and water quality purposes. As such, alteration of the existing drainage pattern would not result in substantial erosion or siltation on or off-site.

The site will be landscaped as a park, which will protect against erosion and the loss of topsoil. The project will cover approximately 100% of the site as compared to the present uses, which occupies approximately 13% of the site. The potential for on-site erosion and loss of topsoil will therefore be reduced by the proposed project.

- VI(c). **Less Than Significant** – Refer to the response to Checklist Question VI(a).
- VI(d). **Less Than Significant** – According to the Geotechnical Report for the site the: “majority of the on-site soils have a very low to low expansion potential, and although clayey zones with higher swelling potential may be present, no special measures are required to deal with expansive soils.” (Reference 8(a), at page 5). Soil-related impacts are therefore anticipated to be less than significant.
- VI(e). **No Impact** – The proposed project does not involve the use of septic systems. The project restrooms will be connected to the local sanitary sewer system. No impacts associated with the use of septic systems would therefore occur.

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

Explanation of Checklist Judgments:

A Greenhouse Gas Analysis for the project was prepared by Giroux & Associates as part of the Air Quality Analysis for the proposed project. The full Air Quality Impact Analysis, including the Greenhouse Gas Analysis is contained in **Appendix A**. The following impact discussion summarizes the findings of the Greenhouse Analysis.

- VII(a). **Less Than Significant** - “Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases

contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the CEQA Guidelines defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statutes and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. The most significant reductions in GHG emissions are expected to occur from increased vehicular efficiency, increased renewable energy and improved structural energy consumption.

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. Section 15064.4 of the CEQA Guidelines specifies how the significance of GHG emissions is to be evaluated. The process is broken down into: (1) quantification of project-related GHG emissions; (2) making a determination of significance; and, (3) specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the CEQA GHG guidelines afford the lead agency substantial flexibility. Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate". The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The CEQA Guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise. On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons MT CO₂ equivalent/year. As part of the Interim GHG Significance Threshold development process for industrial projects, the SCAQMD established a working group of stakeholders that also considered thresholds for commercial or residential projects. A recommendation of a significance threshold of 3,000 MT per year of GHG emissions for non-industrial uses was developed, but never formally adopted. This 3,000 MT/year recommendation has been used as the threshold for the analysis contained in this Mitigated Negative Declaration.

Construction Activity GHG Emissions

During project construction, the CalEEMod computer model predicts that the construction activities will generate 165 Metric Tons of annual CO₂(e) emissions.

SCAQMD GHG emissions policy for construction activities is to amortize emissions over a 30-year lifetime. The amortized level from 165 metric tons CO₂(e) is 5.5 metric tons per year. GHG impacts from construction are therefore considered less than significant. (Reference 2; Appendix A - Air Quality Impact Analysis)

Project Operational GHG Emissions

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional CO₂(e) emissions are summarized in the CalEEMod output files found in the appendix of this report.

The total operational and annualized construction emissions are as follows:

Operational Emissions	
Consumption Source	MT CO₂(e) tons/year
Area	0.0
Energy	0.0
Mobile Source	91.3
Solid Waste	0.1
Water	11.6
Annualized Construction	5.5
Total	108.5

Giroux & Associates: Appendix A - Air Quality Impact Analysis

Minor electrical consumption may occur in lighting the restrooms, storage room, or security. The CalEEMod does not provide consumption data for primarily passive park use. The GHG contribution from this source will be minimal.

Total project GHG emissions are much less than the proposed significance threshold of 3,000 MT/year. GHG emissions are therefore considered less than significant.

- VII(b). **Less Than Significant** - The project will not conflict any applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. The project is consistent with the General Plan and Zoning for the site and is not a use that is a significant source of GHG emissions. The project will introduce landscaping and vegetation on a site with limited existing vegetation. The project is a park project and does not contain any features that will conflict with AB 32 and the ARB Scoping Plan or with the ARB Early Action Strategies. See:
<http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>
http://www.arb.ca.gov/cc/ccea/meetings/ea_final_report.pdf

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

Explanation of Checklist Judgments:

VIII(a). **Less Than Significant** – The proposed project consists of the development of a community park. The types of hazardous materials associated with routine, day-to-day operation of the project would include small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of the structures and landscaping. The transport, use and disposal of these materials would not pose a significant hazard to the public or the environment. Project impacts related to the routine transport, use or disposal of small quantities of landscape and cleaning products would therefore be less than significant.

VIII(b). **Less Than Significant With Mitigation**– A Preliminary Environmental Assessment of the project site was conducted for the Trust for Public Land in 1998, prior to the MRCA’s purchase of the site. According to the Assessment (Reference 9, page ES-1) the site reconnaissance did not reveal environmental concerns associated with the site, other than the potential for the presence of asbestos-containing materials in the buildings at 2944 Gleneden Street that would be demolished prior to project construction.

Prior to demolition, the National Emission Standard for Hazardous Air Pollutants (NESHAP) mandated by the Environmental Protection Agency (EPA) and locally enforced by the South Coast Air Quality Management District (SCAQMD), requires that all buildings be inspected for asbestos-containing materials subject to damage or which will be made friable. In the event that such materials are identified, these materials must

be removed in accordance with applicable regulations designed to ensure that impacts are less than significant.

A Pre-Demolition Bulk Asbestos and Lead-Based Paint Survey of the two 2944 Gleneden Street buildings was conducted for the MRCA in September of 2010, by SCA Environmental (Reference 7). The report addressed whether or not asbestos, lead-based paint, PCB ballasts or mercury lamps, mold, fungi, bio-hazards or other environmental hazards are present in the two buildings on the site: the approximately 14,300 square foot metal “Panama Moving and Storage Warehouse” and the approximately 3,000 square foot wood frame “Factory” building. The report found that:

- Asbestos-containing materials: About 3 square feet of assumed asbestos containing material was identified in the Panama Moving and Storage Warehouse building. Asbestos-containing materials were also identified in the Factory Building.
- Lead-based paints – lead-based paints were found in the two buildings.
- PCBs – Florescent light ballasts assumed, due to age, to contain polychlorinated biphenyls (PCBs) are present in the buildings.
- Mercury lamps – florescent light tubes and thermostats assumed to contain mercury are present in the buildings.
- Mold – No mold growth was observed in either building. However, water infiltration and associated substrate damage was observed in the “Factory” building.
- Other – Due to the age of the “Factory” building, the air conditioning units may have R-22 refrigerant, which contains chlorodifluoromethane, as well as organic refrigeration oils.

Due to the presence of asbestos-containing materials in both buildings, the MRCA will be required to comply with existing regulatory requirements (including Cal/OSHA and Cal/EPA requirements) and the City’s standard mitigation measure related to proper abatement of asbestos-containing materials:

Mitigation 7-1: A licensed asbestos abatement contractor shall be retained to remove all ACMs from the project site during the project’s demolition phase.

Due to the presence of lead-based paints in the “Factory” building, the MRCA will be required to comply with existing regulatory requirements (including OSHA and Cal/OSHA requirements) and the City’s standard mitigation measure related to proper abatement of lead-based paint:

Mitigation 7-2: A licensed lead-based paint contractor shall be retained to remove all lead-based paint from the project site during the project’s demolition phase.

The following mitigation measure address the presence of florescent light fixtures:

Mitigation 7-3: The MRCA shall require that the demolition contractor treat all florescent light fixtures as having suspect PCB ballast, unless specifically labeled “PCB-free,” and shall require disposal of these fixtures as hazardous waste during the project’s demolition phase.

According to the report, mercury-containing florescent lamps may be present in the buildings, associated with the florescent light fixtures. Cal/EPA allows disposal as regular waste of up to 25 lamps per day, per facility. Recycling vendors that reclaim the mercury vapor are commonly available. About 100 florescent light tubes were

observed by SCA in the building, which would allow for disposal as regular waste of the bulbs, if spread over a several day period.

Mitigation 7-4: The MRCA shall require that demolition contractor dispose of no more than 25 mercury-containing fluorescent lamps per day, or shall contract with a recycling vendor for disposal of the fluorescent light fixtures.

According to the SCA report, considerable water damage was observed in the “Factory” building. Although no visible mold growth was observed by SCA, it is possible that concealed mold growth may be present in some areas. Mold and fungi are potential biohazards to workers.

Mitigation 7-5: Any mold or fungi growth in the “Factory” building shall be abated in conjunction with demolition, by trained workers in respirators and other personal protective equipment, such as gloves and Tyvek-type protective suits.

Mitigation Measure 7-6: Demolition of the buildings shall be conducted in a manner consistent with the recommendations contained in the September 2010 report by SCA Environmental, Inc. entitled “Summary Report: Pre-Demolition Bulk Asbestos and Lead-Based Paint Survey” or applicable subsequent report.

VIII(c). **Less Than Significant** – The nearest schools and day care facilities on the west side of the Los Angeles River, (the Allesandro Elementary School and Children’s Center, and the Escobar Family Day Care facility) are located more than a quarter mile from the site. The Los Feliz Charter School from the Arts is located approximately a quarter mile from the project site. However, it is located on the other side of the Los Angeles River from the project site. All demolition activities on the project site will be conducted in accordance with existing regulatory requirements designed to ensure that demolition-related hazardous materials are treated in a manner that results in less than significant impacts, as detailed in Checklist Response VIII(b). Operation and maintenance of the proposed park will not involve the transport or use of significant amounts of hazardous materials, as detailed in Checklist Response VIII(a), above. Impacts will therefore be less than significant.

VIII(d). **Less Than Significant** – The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (Reference 9, pages 8-16; and Envirostor, Geotracker, and EnviroMapper database searches conducted February 8, 2012).

According to ZIMAS (Reference #1), the project site is not classified as a hazardous waste/border zone property, is not a methane hazard site, and does not contain any oil wells.

The project site is not identified on the U.S. EPA’s National Priorities List; Federal Superfund Sites. However, one site, the San Fernando Valley (Area 4) Pollock Well Field, is on the National Priorities List. According to ENVIROSTOR:

Area #4 - the Pollock NPL Site covers 1635 acres in the southeastern part of the San Fernando Valley and is located in and adjacent to the cities of Los Angeles and Glendale. Groundwater contamination in the SFVGWB is linked to prewar, postwar, and current industrialization in the San Fernando Valley. The contaminants of concern are volatile organic compounds (VOCs), trichloroethylene (TCE) and tetrachloroethylene

(PCE) which have been and/or are being used in many San Fernando Valley industries, such as aeronautical, automotive, dry cleaning, and metal plating. These solvents have found their way to the groundwater basin as a result of both past and improper use, storage and disposal practices. The SFVGWB Superfund sites, added to the NPL in 1986, are areas where groundwater from wells have been found to contain VOCs above the state and federal drinking water standards. Groundwater contamination at numerous wells have been so severe with TCE and PCE that these wells have essential put out of commission. Exposure of receptors to contaminants can possibly occur through ingestion of contaminated drinking water, inhalation of VOCs released from the contaminated water as in taking showers, and dermal exposure as in washing or bathing. However, with the strict regulatory control over water quality by the State's Department of Health, Office of Drinking Water (ODW), the RWQCB, and other agencies, residents are assured that the water they consume is safe and that no one is drinking water which contains concentrations of contaminants above regulatory standards.

http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=19990009

According to the Preliminary Environmental Assessment for the site (Reference 9, pages 9-10), the project site is within the identified regional groundwater chlorinated hydrocarbon impact plume, but has not contributed to the regional groundwater impact. Both landscaping and drinking water used at the site will come from the piped water system, which is treated to ensure safe water quality. Hazards to the public are therefore considered less than significant.

VIII(e). **Less Than Significant** – The proposed project is not located within an airport land use plan, or within two miles of a public airport or public use airport. According to ZIMAS, the project site is not within an airport hazard area (Reference #1). The potential for airport-related hazards to affect the proposed park site is therefore less than significant.

VIII(f). **Less Than Significant** – The proposed project is not located within the vicinity of a private airstrip. The nearest aviation facilities are the private ABC TV and Universal City Heliports located approximately 2 miles from the proposed park site. According to ZIMAS, the project site is not within an airport hazard area (Reference #1). The potential for airport-related hazards to affect the proposed park site is remote, and therefore less than significant.

VIII(g). **Less Than Significant** – The proposed park project is located at the end of two existing streets, Rosanna Street and Gleneden Street. Construction and operation of the project would not impede public access or travel upon public rights-of-way and would not interfere with an adopted emergency response plan. As discussed in Checklist Response XVI (a), the project would not result in a significant traffic impact on any of the surrounding intersections. Furthermore, as discussed in Checklist Response XIV, the project would have a less-than-significant impact with respect to fire and police services, including emergency response. As such, the project impacts related to emergency response and evacuation would be less than significant.

VIII(h). **No Impact** – The project is located in a highly urbanized area of the City of Los Angeles. It is not located within an area subject to wildlands fires and no areas subject to wildland fires are located in proximity to the project site. In addition, smoking is prohibited on

parklands. Furthermore, according to ZIMAS, the project site is not located in a very high fire hazard severity zone (Reference #1).

XI HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XI(a). **Less Than Significant** - Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California’s Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.

The proposed project is located within the City of Los Angeles. Los Angeles is within the greater Los Angeles River watershed, and thus, within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Los Angeles County and 85 incorporated Cities therein, including the City of Los Angeles, obtained an MS4 (Permit # 01-182) from the Los Angeles RWQCB, most recently in 2001. Under this MS4, each permitted municipality is required to implement the SQMP.

In accordance with the County-wide MS4 permit, all new developments must comply with the SQMP. In addition, as required by the MS4 permit, the City of Los Angeles has adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) ordinance to ensure new developments comply with SQMP. This ordinance requires most new developments to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP.

The project consists of development of a community park. None of the proposed uses are point source generators of water pollutants, and thus, no quantifiable water quality standards apply to the project. As an urban park development, the proposed project would add typical, urban, nonpoint-source pollutants to storm water runoff. As discussed, these pollutants are permitted by the County-wide MS4 permit, and would not exceed any receiving water limitations.

Depending on the type of project, either a *Standard Urban Stormwater Mitigation Plan (SUSMP)* or a *Site Specific Mitigation Plan* is required by the City of Los Angeles to reduce the quantity and improve the quality of rainfall runoff that leaves the site. Projects which include parking lots of 5,000 square feet or larger, with 25 or more parking spaces are subject to SUSMP requirement. Site drainage alternatives include provision of a "vegetated infiltration trench or bio-swale (planter strip) that captures infiltrates, and/or filters the stormwater runoff from the parking lot surface." (<http://www.lastormwater.org/siteorg/businesses/susmp/susmpintro.htm>). The proposed project includes a bio-swale.

The proposed project is a community park with 43 parking spaces, and includes a bio-swale. Water pollutants generated from the project are considered negligible. The proposed project will conform to all requirements of the Regional Water Quality control Board and Los Angeles Municipal Code and would not result in un-permitted discharges into the sanitary sewer and stormwater systems. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements, and would have less than significant water quality impacts.

- XI(b). **Less Than Significant** - The project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area, which could be intercepted by the limited excavation required for the project. Therefore, the proposed project would not physically interfere with any groundwater supplies. The project includes few areas of impervious surfaces and will allow percolation of rainwater into the soil which will further groundwater recharge. The proposed project is a community park and includes a bio-swale. Additionally, water usage associated with the project would be supplied by the City's Department of Water and Power (DWP) and would not be supplied by drawing on any aquifer within the project area. Project groundwater impacts are therefore considered less than significant.

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- XI(c). **Less Than Significant** - The project site is currently virtually flat, and runoff onsite drains as sheet flow from southwest to northeast. The project site does not contain any discernable streams, rivers, or other drainage features. Development of the site will involve minor grading, but will not substantially alter the drainage pattern of the site or surrounding area.

The drainage of surface water from the project will be controlled by building regulations and either directed towards stormwater quality Best Management Practices (BMPs) such as the project's bioswale for infiltration and water quality purposes, or directed to the existing stormdrain system. Prior to the issuance of a building permit by the City of Los Angeles, the MRCA is required to submit a site drainage plan to the City of Los Angeles for review and approval. This required approval ensures that the proposed drainage plan is appropriately designed and that the proposed runoff does not exceed the capacity of the City's storm drain system. The proposed drainage of the site would not channel runoff on exposed soil, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. Therefore, the proposed project would not result in significant erosion or siltation impacts from changes to drainage patterns; drainage impacts are therefore less than significant.

- XI(d). **Less Than Significant** - As discussed, the project would involve only minor changes in the site's drainage patterns and does not involve altering a discernable drainage course. The project would result in only a minor increase (estimated at approximately 582 ft²) in the amount of impervious surfaces at the project site. The proposed project consists of a landscaped park and bioswale stormwater water quality BMP. It is thus likely the proposed project will reduce the overall amount of runoff from the site. The proposed minor changes to the site's drainage patterns are not expected to cause flooding. Regardless, the project's potential to cause flooding would be eliminated through the required compliance with the City's SUSMP or LID ordinance. Compliance with SUSMP or LID requirements will be ensured through the City's drainage plan review and approval process.
- XI(e). **Less Than Significant** – With regard to stormdrain capacity, refer to Checklist Response XI(d). With regard to water quality, refer to Checklist Responses XI(a) and (c).

- XI(f). **Less Than Significant** - As discussed above, the proposed development will not be a point-source generator of water pollutants. The only long-term water pollutants expected to be generated onsite are typical urban stormwater pollutants. Compliance with the City's SUSMP or LID ordinance will ensure these stormwater pollutants would not substantially degrade water quality.

The project, however, also has the potential to generate short-term water pollutants during construction, including sediment, trash, construction materials, and equipment fluids. The County-wide MS4 permit requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts. These BMPs include methods to prevent contaminated construction site stormwater from entering the drainage system and preventing construction-induced contaminants from entering the drainage system. The MS4 identifies the following minimum requirements for construction sites in Los Angeles County:

- Sediments generated on the project site shall be retained using adequate Treatment Control or Structural BMP's;
- Construction-related materials, wastes, spills or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;
- Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and
- Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

In addition, projects with a construction site of one acre or greater are subject to additional stormwater pollution requirements during construction. The State Water Resources Control Board (SWRCB) maintains a statewide NPDES permit for all construction activities within California that result in one (1) or more acres of land disturbance. This permit is known as the State's General Construction Activity Storm Water Permit or the State's General NPDES Permit. Since the proposed project involves greater than one (1) acre of land disturbance, the project is required submit to the SWRCB a Notice of Intent (NOI) to comply with the State's General Construction Activity Storm Water Permit. This NOI must include a Storm Water Pollution Prevention Plan (SWPPP) that outlines the BMPs that will be incorporated during construction. These BMPs will minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-storm water management procedures.

Complying with the both the MS4's construction site requirements and the State's General Construction Permit, as well as implementing an SWPPP will ensure that construction of the proposed project would not substantially degrade water quality. Project impacts would therefore be less than significant.

- XI(g). **No Impact** – According to ZIMAS (Reference #1), the project site is not located in a flood zone. The proposed project is a community park and does not include any housing. No impacts associated with the placement of housing in a 100-year flood hazard area would result from the proposed project.
- XI(h). **Less Than Significant** - According to ZIMAS (Reference #1), the project site is not located in a flood zone. The proposed project is a community park and includes few structures (see Project Description). Two existing buildings would be demolished as part of park construction. The proposed project would therefore not place structures that would impede or redirect flood flows within a 100-year flood hazard area. The potential for impacts is therefore less than significant.
- XI(i). **Less Than Significant** - According to ZIMAS (Reference #1), the project site is not located in a flood zone or watercourse. It is not located within the inundation area of a dam or levee. Although the proposed project is located in proximity to the banks of the Los Angeles River, the project site is located outside of the 100-year flood zone (Reference 5, Figure 3.5-4). The risk of loss, injury or death from flooding would therefore be less than significant.
- XI(j). **Less Than Significant** – The project site is not located in a coastal area. Thus, tsunamis and seismic sea waves are not a hazard at the site. Additionally, the Project

site is not located downslope of any large bodies of water that could adversely affect the site in an event of earthquake-induced failures or seiches or wave oscillations in an enclosed or semi-enclosed body of water. The potential for impacts is therefore considered less than significant.

X LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments:

- X(a). **No Impact** – The project site is located on existing parcels at the end of a residential street, Rosanna Street. The proposed park is intended to serve the local community. The park use will provide additional connectivity within the existing neighborhood during the hours the park is open, which will be a benefit of the proposed project.
- X(b). **No Impact** – The proposed park use is consistent with the existing zoning and land use designations for the project parcels. According to ZIMAS (Reference #1) the parcels which make up the project site are within the Los Angeles River Revitalization Master Plan area. The proposed park use is consistent with the Los Angeles River Revitalization Master Plan (Reference #5), and will further the aims of the plan by providing a park use along the Los Angeles River Trail to serve trail users and to improve community access, which will be a benefit of the proposed project.
- X(c). **No Impact** - The proposed project is not located on parcels subject to either a habitat conservation plan or natural community conservation plan.

XI MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

- XI(a). **Less Than Significant** – The proposed project is not located within, nor would it block access to, a Mineral Resource Zone (MRZ) MRZ-2, or other known or potential mineral

resource area. The project site is not located in an area known to contain significant mineral deposits. Use of the site for a park would not result in the loss of any known mineral resources.

XI(b). **Less Than Significant** – The project site is not located in an area known to contain significant mineral deposits. No locally important mineral resources are identified in the project area in the Silverlake –Echo Park – Elysian Valley Community Plan for the area (Reference #6). Use of the site for a park would not result in the loss of any known mineral resources.

XII NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

A Noise Impact Analysis for the project was prepared by Giroux & Associates. The full Noise Impact Analysis is contained in **Appendix B**. The following impact discussion summarizes the findings of the Noise Impact Analysis.

XII(a). **Less Than Significant With Mitigation** – The proposed project will be owned and operated by the Mountains Recreation and Conservation Authority (MRCA). Section 3.15 of the MRCA’s *Ordinance Establishing Park Rules and Regulations and Prescribing The Punishment For Violation Thereof* addresses disruptive conduct, including noise. It states: “No person shall willfully disturb another person by loud and unreasonable noise, or any other activity which maliciously and willfully disturbs the peace of another person. Violation of this section is punishable pursuant to § 5.0(a) and §6.2.1(b)(2).” Section 5.0(a) of the Ordinance provides that: “(a) Unless otherwise specified, any violation of any provision of this Ordinance shall be a misdemeanor punishable by a maximum fine of one thousand dollars (\$1,000), or imprisonment in the county jail for six months, or both such fine and imprisonment, pursuant to Public Resources Code § 5786.17.” Section 6.2.1(b)(2) of the MRCA’s ordinance provides additional details on misdemeanor offenses under the Ordinance. MRCA park rangers are empowered to issue citations for violations of the Ordinance.

Community noise standards are typically expressed using the Community Noise Equivalent Level (CNEL). Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The 24-hour noise descriptor with a specified evening and nocturnal penalty is called the Community Noise Equivalent Level (CNEL). CNEL's are a weighted average of hourly Leq's. For more detail, please see Appendix B.

CNELs are calculated by averaging observed noise levels from 7 a.m. to 7 p.m., noise levels from 7-10 p.m. with the addition of plus 5 dB, and levels from 10 p.m. to 7 a.m. plus 10 dB to account for heightened nocturnal noise sensitivity. The CNEL scale is specified by the City of Los Angeles for community noise analysis.

A noise level of 65 dB CNEL is the threshold where ambient noise begins to intrude into the ability to carry on a conversation. An exterior noise exposure of 65 dB CNEL is therefore the most common noise/land use compatibility guideline for new residential dwellings in California. Because commercial or industrial uses are not occupied on a 24-hour basis, the exterior noise exposure standard for less sensitive land uses is somewhat less stringent.

The noise/land use compatibility guideline for City of Los Angeles land uses are contained in the Noise Element of the City of Los Angeles General Plan. Exposures of up to 50 dB CNEL are considered normally acceptable for residential single-family, duplex and mobile homes. Levels of up to 65 dB CNEL are considered conditionally acceptable if all measures to reduce such exposure have been taken. Exposures of up to 55 dB CNEL are considered normally acceptable for residential multi-family developments. Levels of up to 65 dB CNEL are considered conditionally acceptable if all measures to reduce such exposure have been taken. Exposures up to 65 dB CNEL for playground and park uses are considered normally acceptable. Levels of up to 75 dB CNEL are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 75 dB CNEL are considered normally unacceptable except in unusual circumstances.

The City's noise standards for non-transportation sources are articulated in the Noise Ordinance. The Ordinance regulates noise from one land use crossing the property line of an adjacent property line. Chapter IX of the Los Angeles Municipal Code restricts the level of noise that one type of land use or activity may broadcast across an adjacent land use. Noise ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source. If ambient levels are low, Section 111.03 of the Los Angeles Municipal Code established presumed ambient noise levels as a function of zoning and times of day. The following table shows the presumed ambient noise levels to be used as an evaluation baseline.

ZONE	PRESUMED AMBIENT NOISE LEVEL (dB(A))	
	DAY	NIGHT
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65
<p>Daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m.)</p> <p>At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.</p> <p>If the noise occurs more than 5 but less than 15 minutes in any period of 60 consecutive minutes between the hours of 7:00 a.m. and 10:00 p.m. of any day -5 dB.</p> <p>If the noise occurs five minutes or less in any period of 60 consecutive minutes, between the hours of 7:00 a.m. and 10:00 p.m. of any day -5 dB additional.</p>		

During the daytime, some deviation from these thresholds is allowed for short-term (less than 15 minute) noise generation. The nocturnal noise standard has no provisions for any deviation for purposes of sleep protection. The noise ordinance numerical standards apply to “stationary” sources of noise generation (mechanical equipment such as air conditioning, refrigeration, heating, pumping, etc.). A number of special noise generation activities have specific prohibitions as to time, manner or place. If such activities are not specifically prohibited by ordinance, the noise constraint for general stationary sources is that they may not increase the ambient level by more than 5 dB above ambient (measured or presumed minimum) levels shown in the preceding table.

Recreational activities or public assembly in a park may generate nuisance noise associated with park user exuberant enjoyment. Two sections of the municipal code address this issue. Section 41.57 of the municipal code prohibits the creation of “loud or raucous noise” in or upon any public park or other public place. Loud and raucous noise is particularly aimed at amplified noise that unreasonably annoys surrounding persons. The term unreasonably is to be evaluated in terms of “hour, place, nature or circumstance of the emission or transmission of any such loud or raucous noise.”

Section 112.01 of the code provides some numerical guidance on noise levels that could be considered excessive from amplified voice or music. Section 112.01(b) considers audibility of radios, p.a. systems, etc. perceptible beyond 150 feet from the source within any adjacent residential occupancy to be a violation of the noise ordinance unless the source is operating under a Special Permit. Section 112.01(c) similarly considers a +5 dB increase above ambient noise levels at any off-site residential property line to also be a potential violation of the ordinance.

Short-term on-site noise measurements were made in order to document existing baseline levels in the project area as part of the preparation of the Noise Analysis contain in Appendix B. These help to serve as a basis for projecting future noise exposure from the project upon the surrounding community. Noise monitoring was conducted on Tuesday, December 20, 2011, from 1:30 p.m. – 2:30 p.m., at three area locations. Measurement locations are shown in Figure 1 in Appendix B and summarized below.

Measured Noise Levels (dBA)

Site No.	Leq	Lmax	Lmin	L10	L33	L50	L90
1	52.0	63.0	48.0	53.0	51.5	51.0	49.5
2	57.1	63.5	53.5	58.0	57.0	56.0	55.5
3	65.1	82.0	51.0	68.0	64.0	62.0	56.0

Meters 1 (at the project end of Gleneden Street) and 2 (at the project end of Rosanna Street) are considered representative of homes adjacent to the park but away from the skate park. Meter 3 is representative of homes between the skate park and the proposed Marsh Park. The skate park was being used by six skaters and the ramps are made of metal which clangs audibly when in use. Observed noise levels near the skate park were therefore much higher than other areas surrounding the project area.

The Noise Analysis was conducted to determine if the proposed project would result in a substantial increase in the noise level in the area. “Substantial” for noise analyses is generally a +3 dB increase because humans are not able to readily discern noise level differences of less than 3 dB under ambient conditions. The +3 dB threshold is typically applied to traffic (roadway, airport, rail, etc.) sources because such sources are exempt from local ordinance control. However, a +3 dB increase requires a doubling of traffic volumes because of the logarithmic nature of the decibel scale. Few projects individually cause a doubling of traffic volumes near an already noisy source.

Possible violations of noise ordinance standards would also be considered a potentially significant impact under CEQA. Compliance with ordinance standards is presumptive evidence of a less-than-significant impact. However, there could still be a noise nuisance created by unusual time, place or nature of the event even if there is no violation of the ordinance. Reliance on the ordinance standards may thus require project design features that further minimize nuisance impact potential.

The Noise Analysis included in Appendix B evaluated the potential for the proposed project to result in significant noise impacts associated with: (1) project construction; (2) project traffic; and (3) site use for recreational activities or special events.

Construction Noise – Construction noise is typically governed by ordinance limits on allowable times of equipment operations. The City of Los Angeles limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday. In addition, Section 112.05 of the Los Angeles Building Code specifies the maximum noise level of powered equipment or powered hand tools.

Point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance. The loudest construction activities would require almost 280 feet of

distance between the source and a nearby receiver to reduce the peak 90 dB source strength to the generally acceptable 75 dB exterior exposure level specified in Section 112.05 of the City Building Code.

As detailed in Appendix B, construction activities from project development could affect the nearest off-site residential uses. The use of temporary sound curtains or smaller equipment can typically mitigate construction noise to less-than-significant levels. The following mitigation measures will ensure compliance with City of Los Angeles Noise Standards and protect the adjacent residential properties from construction-related noise:

Mitigation 12-1: In order to reduce noise during construction, the MRCA shall require the construction contractor to:

- Comply with the City of Los Angeles Municipal Code, which limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.
- Ensure that all construction equipment is properly tuned and muffled according to manufacturer's specifications.
- Prohibit use of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet unless no means exist to reduce such noise below 75 dBA. If use of such equipment is necessary, a Construction Noise Mitigation plan shall be required to be prepared by the contractor and submitted for review and approval to the MRCA prior to the start of demolition or construction. Components of the plan may include early completion of the perimeter block wall, use of temporary sound curtains or substitution of larger heavy equipment with smaller, quieter machinery.
- Locate noisy construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) as far as possible from the nearest noise- and vibration- sensitive land uses.
- Minimize the use of those pieces of construction equipment or construction methods with the greatest peak noise generation. Examples include the use of drills, jackhammers, and pile drivers.
- To the degree feasible, schedule construction and demolition activities so as to avoid operating several pieces of equipment simultaneously, which causes high levels of noise.
- Comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Limit construction truck traffic to truck routes approved by the City of Los Angeles Department of Building and Safety, to avoid residential areas and other sensitive receptors to the extent feasible.

-
- Use power construction equipment with state-of-the art noise shielding and muffling devices.
 - Comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code, or any discretionary approval for the project site, and telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City of Los Angeles Department of Building and Safety.

Project Traffic Noise - The project noise impact study indicates a less-than-significant noise impact from project-related traffic into or out of the project parking lot. Project-related traffic will not cause noise standards to be exceeded, nor make measurably worse any existing violation.

Recreational Activities and Special Events - Site use for recreational activities or special event assembly involving any substantial number of attendees may cause the noise ordinance standard to be exceeded at the closest homes. The perimeter wall(s) will provide measurable noise reduction benefit, but there could be narrow windows of sound transmission that could impact the closest neighbors. The following measures will reduce noise impacts to a level considered less-than-significant.

Mitigation 12-2: Groups with more than 50 planned attendees shall be required to obtain a special events permit from the MRCA. The MRCA shall include in their Special Event Guidelines for Marsh Park a statement that operation of any radio, video, musical instrument or other noise-generating device at a level which is audible beyond 150 feet from the park boundary is prohibited. The reservation form for the event shall identify limitations on number of attendees, event timing and noise control features such as orientation of any voice/music amplification.

Mitigation 12-3 -An MRCA staff monitor shall be present for any nighttime event to ensure that the event does not generate noise levels that would disturb the peace, quite and comfort of the neighbors.

Mitigation 12-4 – The MRCA shall post a sign on-site which provides a phone number for contacting the agency.

XII(b). **Less Than Significant** –Perceptible ground-borne vibration is typically associated with blasting operations and the use of pile drivers, neither of which would be used during construction of the proposed project. The vibration level of a small dozer that may be used is a peak particle velocity (PPV) of 0.003 inches/second (IPS) (FTA Handbook, 2006) at 25 feet. The damage threshold for extremely sensitive structures is 0.12 IPS. The vibration level from a small dozer is 40 times less than the most stringent damage threshold.

Maximum vibration would result during brief uses of a jackhammer to break up demolished structure foundations. The stated PPV for jackhammers is 0.035 IPS at 25 feet. This is still three times lower than any threshold of even possible minor damage. As such, no excessive ground-borne vibration would be created by the proposed project,

and; therefore, impacts due to project-generated ground-borne vibrations are less than significant.

XII(c). **Less Than Significant With Mitigation** – See Checklist Response XII(a). Site use for recreational activities or special event assembly involving any substantial number of attendees may cause the noise ordinance standard to be exceeded at the closest homes. The perimeter wall(s) will provide measurable noise reduction benefit, but there could be narrow windows of sound transmission that could impact the closest neighbors. Mitigation Measures 12-2, 12-3 and 12-4 will reduce noise impacts to a level considered less-than-significant.

XII(d). **Less Than Significant With Mitigation** - See Checklist Response XII(a). Project construction activities may result in a substantial periodic temporary increase in ambient noise levels in the vicinity which could impact the nearest off-site residential uses. Mitigation Measure 12-1 will reduce construction noise impacts to a level considered less-than-significant.

XII(e). **Less Than Significant** – The proposed project is not located within an airport land use plan area, or within two miles of a public airport of public use airport. The proposed project would therefore not expose park visitors to excessive airport-related noise levels.

XII(f). **Less Than Significant Impact** – The proposed project is not located in the vicinity of a private airstrip. The nearest aviation facilities are the private ABC TV and Universal City Heliports located approximately 2 miles from the proposed park site. The proposed project would therefore not expose park visitors to excessive airport-related noise levels.

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

Explanation of Checklist Judgments:

XIII(a). **Less Than Significant Impact** – The proposed project involves the construction of a community park on an existing parcel. The project does not include the construction of new homes or businesses. The proposed park is designed to meet existing need for park facilities and is growth accommodating, rather than growth-inducing.

XIII(b). **No Impact** – The project site is currently vacant, except for two industrial buildings. The project site currently does not contain any housing or residential population. Therefore, implementation of the park project would not result in any housing impacts.

XIII(c). **No Impact** – The project site is currently vacant, except for two industrial buildings. The project site currently does not contain any housing or residential population. Therefore, implementation of the park project would not result in any housing displacement impacts.

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

Explanation of Checklist Judgments:

XIV(a). **Less Than Significant** – The proposed project does not meet the City of Los Angeles’ screening criteria for a project with the potential to impact fire services (Reference 11, page K2-2), because:

- The project site is located less than 1.5 miles from an engine or truck company.
- The project is not located in a brush fire hazard area, hillside, or area with inadequate fire hydrant service or street access.
- The project does not involve the use, manufacture or storage of toxic, readily combustible, or otherwise hazardous materials.
- The project’s location provides for adequate LAFD access (e.g., adequate street/fire lane width--minimum 20 feet clear and unobstructed with an approved turn around, grade not exceeding 15 percent, dead-ends not exceeding 700 feet).
- There are no street intersections with a level of service (LOS) of E or F near the project site that would adversely impact response time. (See Checklist Response XVI(a) and Appendix C).

The proposed project consists of 3-acre community park, to serve the existing residents of the neighborhood and area. The project site is served by Los Angeles Fire Station #56, which is located at 2759 Rowena Avenue. The proposed project will not result in the need for additional new or altered fire protection services and will not alter acceptable service ratios or response times. The proposed park could increase the demand on the Los Angeles Fire Department (LAFD). However, the project itself is not large enough to require the development of additional Fire Department facilities. The proposed location of project access and fire hydrants are subject to review and approval by the LAFD to ensure that fire protection for the site is sufficient to meet fire safety requirements. Smoking is prohibited on parkland. Therefore, the proposed project

would have a less than significant impact on fire protection services. See also Section XI(h) of this document for wildfire-related impacts.

XIV(b). **Less Than Significant** – The proposed project does not meet the City of Los Angeles’ screening criteria for a project with the potential to impact police services (Reference 11, page K1-1), because:

- The proposed project would not result in a net increase of 75 residential units, 100,000 square feet (sf) of commercial floor area, or 200,000 sf of industrial floor area.

The proposed project consists of 3-acre community park, to serve the existing residents of the neighborhood and area. The Los Angeles Police Department (LAPD) serves the project site from the Northeast Community Police Station, which is located at 3353 San Fernando Road. In addition, the MRCA has park rangers empowered to enforce park rules. The proposed project will not result in the need for additional new or altered police services and will not alter acceptable service ratios or response times. The proposed project could result in a very minor increase to the demand on the LAPD. However, the project itself is not large enough to require the development of additional Fire Department facilities. Therefore, the proposed project would have a less than significant impact on police services.

XIV(c). **Less Than Significant** - The City of Los Angeles collects a school impact fee from new development with population growth generating potential. By law, payment of the fee constitutes full mitigation for any school impacts due to new development. The proposed project consists of 3-acre community park, to serve the existing residents of the neighborhood and area. It is growth accommodating, and not the type of project that generates new students. School impacts would be less than significant.

XIV(d). **Less Than Significant** - The proposed project is a new park designed to serve existing demand for park services. It thus has a beneficial impact on park services in the area.

XIII(e). **Less Than Significant** - The proposed project is a new 3-acre park designed to serve existing demand for park services. Impacts on other governmental services, such as library service, are therefore anticipated to be less than significant.

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

Explanation of Checklist Judgments:

XV(a). **Less Than Significant** – The proposed project is a community park intended to serve existing park demand, the local community and users of the Los Angeles River Trail. The proposed park may result in some increase in the use of the existing Los Angeles

River Trail. However, the amount of the increase associated with the park project is not anticipated to be sufficient to result in or accelerate the physical deterioration of the Los Angeles River Trail.

XV(b). **Less Than Significant** – The proposed project is a community park intended to serve existing park demand. As detailed in the remainder of this Mitigated Negative Declaration, with implementation of the measures specified in this document, no significant unmitigated impacts are anticipated to result from the proposed project. No additional impacts, beyond those documented in the remainder of this environmental document, are anticipated to result from the proposed project.

XVI TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) 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 intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service stands and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

A Traffic Impact Analysis for the project was prepared by Arch Beach Consulting. The full Traffic Impact Analysis is contained in **Appendix C**. The following impact discussion summarizes the findings of the Traffic Impact Analysis.

Per discussions with LADOT staff (Eileen Hunt, LADOT, November 2011), according to LADOT's *Traffic Study Policies and Procedures* (August 2011), the project does not meet the requirement for a Technical Memorandum (adding 25 to 42 peak hour trips during a weekday) or a Traffic Study (adding 500 or more daily trips or at least 43 peak hour trips during a weekday).

Since the proposed project would not meet the minimum requirements to conduct a comprehensive traffic study for review by LADOT and MTA, the traffic study prepared for the project, contained in **Appendix C**, primarily focuses on the potential project impacts in the immediate residential neighborhood surrounding the project site.

XVI(a). **Less Than Significant** - The traffic study prepared for the project: (1) examined existing conditions; (2) projected the amount of trips that would result from the project; (3) distributed the trips; (4) projected future with and without project traffic volumes and analyzed whether the addition of project trips would significantly impact key intersections in the project area using the City of Los Angeles' Significance Thresholds.

1. Existing Conditions

Roadways

Regional access to the Golden State Freeway (I-5) and the Glendale Freeway (SR 2) is provided by Ripple Street, via Fletcher Drive; and, Newell Street, via Riverside Drive.

Local access to the site is provided by Rosanna Street and Gleneden Street, as shown in **Figure 6**. The following describes the existing roads in the study area.

Ripple Street - Ripple Street is an undivided two-lane collector street with on-street parking permitted on both sides along its approximately 0.9 mile length, starting at Fletcher Drive and ending at Queen Street. After it's undercrossing of the Glendale Freeway, this roadway would provide direct access to the project site at its intersection with Rosanna Street. There is no posted speed limit on the roadway within the study area. On the east side of Ripple Street there is no on-street parking permitted from 8:30 a.m. to 10:30 a.m. on Thursdays for street cleaning, while the west side has parking restrictions from 11:30 a.m. to 1:30 p.m. on Fridays. Average daily traffic volumes collected in November 2011 are approximately 3,910 vehicles per day, south of Rosanna Street.

As shown on **Figure 6**, after it's undercrossing of the Glendale Freeway, this street intersects with Rosanna Street and makes a sharp right hand turn. South of Rosanna Street, the roadway maintains the name of Ripple Street. North of Rosanna Street, the roadway is named Ripple Place. Looking at the east/west intersection of Ripple Street and Rosanna Street, Ripple Street looks like the western extension of Rosanna Street, but in fact, Ripple Street makes a sharp right-hand turn at its intersection with Rosanna Street.

Rosanna Street - Rosanna Street starts at Ripple Street and ends at the entrance to the project site. Rosanna Street is a residential two-lane street with on-street parking permitted on both sides along its approximately 0.1 mile length. There is no posted speed limit on the roadway within the study area. On the north side of Rosanna Street there is no on-street parking permitted from 11:30 a.m. to 1:30 p.m. on Thursdays for street cleaning, while the south side has parking restrictions from 11:30 a.m. to 1:30 p.m. on Fridays. Average daily traffic volumes collected in November 2011 are approximately 340 vehicles per day.

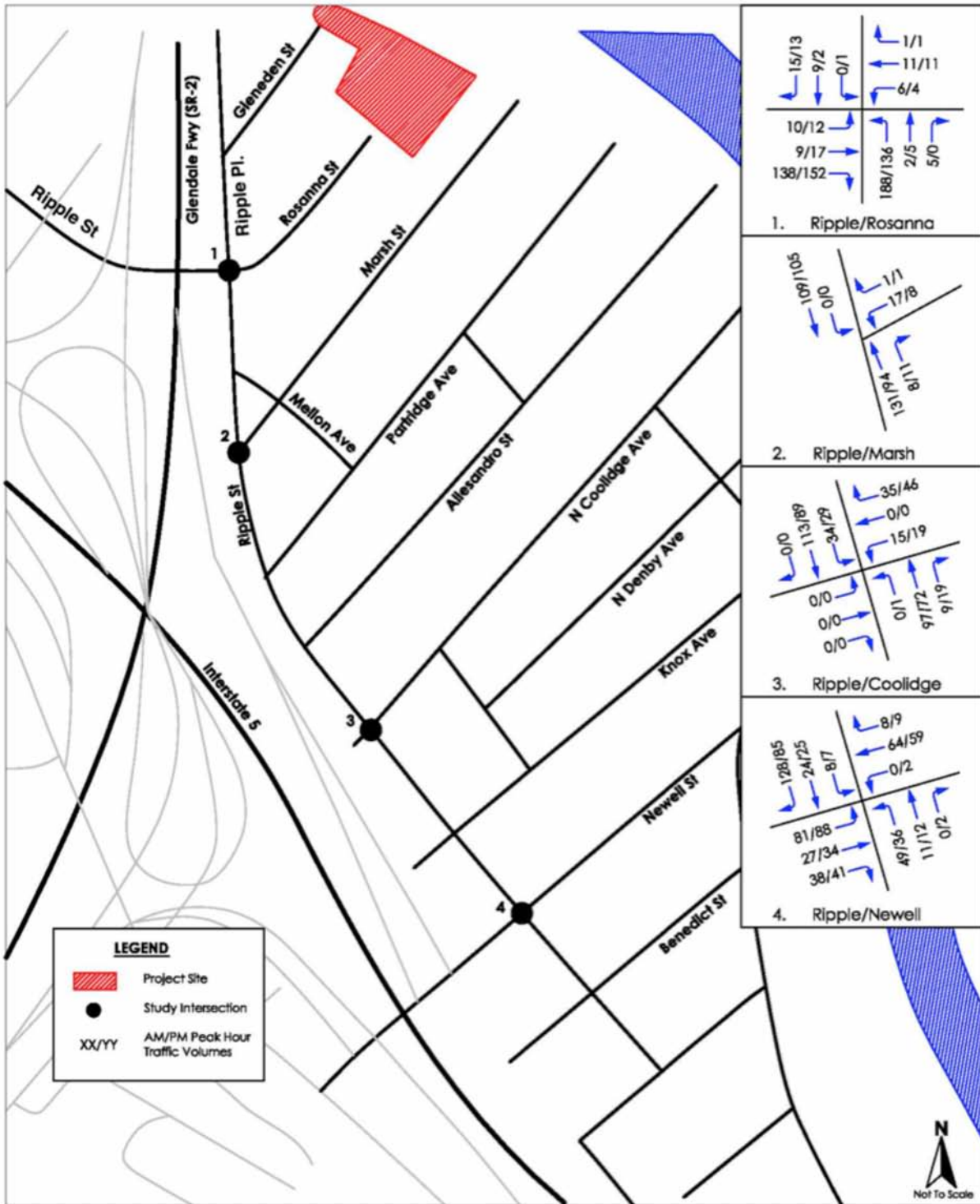


Figure 6
Existing Weekday
Traffic Volumes

Newell Street - Newell Street is an undivided two-lane collector street with on-street parking permitted on both sides along its approximately 0.4 mile length, starting at Riverside Drive and terminating at the Los Angeles River Greenway Trail. Newell Street provides access to the project site via Ripple Street to Rosanna Street. Newell Street is the main collector that provides access to Riverside Drive, which accesses ramps for the I-5. In addition, a direct on-ramp to northbound SR 2 exists just west of its intersection with Ripple Street. There is no posted speed limit on the roadway within the study area. On the north side of Newell Street there is no on-street parking permitted from noon to 2:00 p.m. on Thursdays for street cleaning, while the south side has parking restrictions from noon to 2:00 p.m. on Fridays. On-street parking is restricted on both sides of Newell Street from 2:00 a.m. to 6:00 a.m.

Gleneden Street - Gleneden Street is a residential two-lane street with on-street parking permitted on both sides along its approximately 0.1 mile length, starting at Ripple Street and ending at an entrance to the project site. There is no posted speed limit on the roadway within the study area. On the north side of Gleneden Street there is no on-street parking permitted from 11:30 a.m. to 1:30 p.m. on Thursdays for street cleaning, while the south side has parking restrictions from 11:30 a.m. to 1:30 p.m. on Fridays. On both sides of the street, on-street parking is limited to two hours from 8:00 a.m. to 6:00 p.m., Monday through Friday. Average daily traffic volumes collected in November 2011 are approximately 200 vehicles per day.

2. Existing Traffic Volumes

Existing daily, weekday a.m. and p.m. peak hour, and Saturday midday peak hour traffic counts were collected in the study area in early November 2011 while nearby schools were in session. Traffic counts were conducted at the following four representative unsignalized intersections in the project vicinity:

1. Ripple Street/Rosanna Street
2. Ripple Street/Marsh Street
3. Ripple Street/Coolidge Avenue
4. Ripple Street/Newell Street

Per the methodologies outlined in the LADOT Traffic Study Policies and Procedures, all four unsignalized study intersections were analyzed for weekday a.m. and p.m., and Saturday midday, peak hour levels of service (LOS). The Transportation Research Board Critical Movement Analysis (CMA), Circular 212 Planning Method, was used to determine intersection LOS. The CMA method determines the volume-to-capacity (V/C) ratio on a critical lane basis and LOS associated with each V/C ratio at an intersection. As directed by LADOT, specific parameters are given to unsignalized intersections (e.g., assume as two-phase signal with 1,200 vehicles per hour capacity) when analyzed under the CMA methodology.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour.

The following table gives the V/C or ICU ratios associated with each Level of Service:

Level of Service Definitions for Signalized Intersections Based on CMA Method

Level of Service	V/C Ratio or ICU
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	1.01 or greater

Existing Levels of Service

Based on the analysis methodology described in Section 1.0 of the Traffic Study contained in Appendix C, the existing weekday a.m. and p.m. peak hour, and weekend (Saturday) midday peak hour traffic volumes were analyzed using LADOT’s CMA intersection LOS methodology to determine the existing intersection volume-to-capacity (V/C) and level of service (LOS) values. The following table presents the results of the existing intersection LOS analysis.

Existing Condition Intersection Level of Service Summary

Intersection	Control	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS
		1. Ripple Street/Rosanna Street	all-way stop	0.196	A	0.179	A
2. Ripple Street/Marsh Street	1-way stop	0.087	A	0.058	A	0.069	A
3. Ripple Street/Coolidge Avenue	2-way stop	0.109	A	0.102	A	0.097	A
4. Ripple Street/Newell Street	all-way stop	0.170	A	0.156	A	0.168	A

Note: LOS determined using Circular 212 method for unsignalized intersections per LADOT.

Based on the table, all four study area intersections are currently operating at satisfactory levels of service at LOS A in all peak hours.

2. Project Trip Generation

Trip generation estimates for the proposed project were developed using trip rates from *Trip Generation, 8th Edition* (Institute of Transportation Engineers – ITE, 2008) for general the city park uses. For the proposed picnic shelter use, an operational trip generation analysis was completed based on assuming full capacity operations of the picnic shelter (200 persons) during the weekend, and assuming a conservative 1.75 average vehicle occupancy (AVO), or 114 vehicles for 200 persons (200 persons ÷ 1.75 AVO = 114 vehicles). However, as indicated in the Project Description, the MCRA will require users of the picnic shelter, through their reservation process, to implement a parking management plan (i.e., carpooling/vanpooling) to minimize parking demand on site, and minimize overflow parking on the adjacent residential streets. This will reduce the number of trips to the site. The traffic analysis thus constitutes a worst-case analysis. A summary of the trip generation rates and resulting vehicle trips for the proposed project is presented in the following Table.

Project Trip Generation Estimates

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
City Park (ITE Code 411) weekday ¹	per acre	1.59	0.22	0.22	0.44	0.22	0.22	0.44
City Park (ITE Code 411) weekend ¹	per acre	16.00	Midday Peak Hour =			2.00	2.00	4.00
Picnic Shelter ²	per person		<i>trips based on operational analysis</i>					
Weekday Trip Generation								
City Park	3.0 acres	5	1	0	1	0	1	1
Picnic Shelter	200 persons	4	2	0	2	0	2	2
TOTAL WEEKDAY TRIP GENERATION		9	3	0	3	0	3	3
Weekend Trip Generation								
			Midday Peak Hour					
			In	Out	Total			
City Park	3.0 acres	48	6	6	12			
Picnic Shelter	200 persons	236	114	11	125			
TOTAL WEEKEND TRIP GENERATION		284	120	17	137			

Project Trip Generation Notes:

Trip rates based on *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008.

- ¹ – ITE City Park rate only provides daily trips based on acreage for weekdays and Sundays. Peak hour trip rates are conservatively based on 50% of daily trips to occur during the two peak hours (25% during a.m. peak hour and 25% during midday or p.m. peak hour).
- ² – Trip rates for the Picnic Shelter use are not provided in *Trip Generation, 8th Edition*, therefore an "operational" analysis was prepared using operational data from the City. For the weekdays, the Picnic Shelter would not be used with exception of two on-site employees. For the weekends, it is assumed that the Picnic Shelter would be used for an afternoon event with an AVO of 1.75. This would equal 114 vehicles, which equals 228 daily trips. The weekend daily trips also assume eight (8) daily trips from employees and service vehicles (i.e., caterers). Therefore, the Picnic Shelter would generate a total of 236 daily trips (228 trips + 8 trips = 236 daily trips).

As shown in the table, during the week (Monday through Friday), the proposed project would generate approximately nine (9) daily trips, three (3) trips in the a.m. peak hour (three inbound and zero outbound), and three (3) trips in the p.m. peak hour (zero inbound and three outbound). During the weekend (Saturday and Sunday), when the picnic shelter is operating at its 200-person capacity, the proposed project would generate approximately 284 daily trips and 137 midday peak hour trips (120 inbound and 17 outbound).

3. Trip Distribution and Assignment

Trip distribution percentages for the proposed project were based on review of current commute corridors and travel routes in the study area. During the weekdays, the park would primarily serve the adjacent neighborhood resulting in a majority of vehicle trips to originate within close proximity to the park. During the week, approximately 85 percent of the vehicle trips would originate from within the adjacent neighborhood, while 15 percent would originate from areas outside the neighborhood: five percent west along Ripple Street, five percent south along Newell Street, and five percent east along Ripple Street. Figure 3 in Appendix C illustrates the trip distribution percentages and resulting trip assignment for the proposed project during a typical weekday (Monday through Friday).

During the weekends and assuming the picnic shelter would be in use, the park would serve both the adjacent neighborhood and users from outside the area that would be destined to an event at the picnic shelter. Therefore, during the weekends, approximately 40 percent of the vehicle trips would originate from within the adjacent neighborhood, while 60 percent would originate from areas outside the neighborhood: 30 percent west along Ripple Street, 20 percent south along Newell Street, and 10 percent east along Ripple Street. Figure 4 in Appendix C illustrates the trip distribution percentages and resulting trip assignment for the proposed project during a typical weekend (Saturday and Sunday).

4. With and Without Future Traffic Conditions and Project Impacts

The Traffic Study contained in Appendix C describes the future traffic conditions related to the following traffic scenarios in order to determine if local intersections would be significantly impacted by cumulative development or the proposed project:

- Opening Year (2014) Baseline
- Opening Year (2014) plus Project Opening Year (2014) Baseline

Significance Criteria

Per the LADOT *Traffic Study Policies and Procedures*, a project would have a significant impact if it resulted in an increase in the V/C ratio of an intersection operating at LOS C, D, E, or F per the increases noted in the Table below.

LADOT Significance Criteria		
Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700 – 0.800	equal to or greater than 0.040
D	> 0.800 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Source: LADOT *Traffic Study Policies and Procedures*, August 2011

For intersections significantly impacted by the project in the weekday a.m. and/or p.m. peak hours, or the weekend (Saturday) midday peak hour, mitigation measures are required to bring the intersection LOS back to baseline (i.e., “before project”) LOS levels.

Opening Year Baseline

The proposed project is anticipated to be built and fully operational by year 2014. This scenario is comprised of existing traffic conditions plus ambient traffic growth over a three-year period (2011 to 2014). Opening year traffic was forecast for 2014 by applying an ambient growth rate of 1.2 percent per year, based on the CMP ambient growth rate for “Central” Los Angeles, to the existing traffic volumes for a growth factor of 1.03. In addition, traffic from one approved project, a 56 dwelling unit (DU) condominium located adjacent and west of the project site, was added to the study area street network. Per ITE rates, this approved condominium project would generate approximately 325 daily trips, 25 a.m. peak hour trips (four inbound and 21 outbound), and 29 p.m. peak hour trips (19 inbound and 10 outbound). For the Saturday midday peak hour, the approved 56 DU condominium project would generate approximately 318 weekend daily trips, and 26 midday peak hour trips (14 inbound and 12 outbound).

The ambient growth rate and traffic from the adjacent approved project was applied to the through volumes along Ripple Street and Newell Street. No ambient growth is anticipated on Rosanna Street and Gleneden Street.

No additional improvements to the study area roadways and intersections are anticipated to occur in the 2014 Opening Year scenario. Therefore, the existing intersection traffic controls and geometrics were utilized in the level of service analysis.

Traffic volumes for the Opening Year (2014) Baseline (without project) scenario were determined by applying the ambient growth rate, and traffic from the approved 56 DU condominium project, discussed above to the existing through volumes on Ripple Street and Newell Street for the weekday a.m. and p.m. peak hours and weekend (Saturday) midday peak hour. Access to the approved condominium project would be at the northern end of Ripple Street, with 50 percent of that project's traffic headed west on Ripple Street, towards Fletcher Avenue, and 50 percent headed south on Ripple Street towards Newell Street and Riverside Drive.

The Opening Year (2014) Baseline weekday a.m. and p.m. peak hour and weekend (Saturday) midday peak hour traffic volumes were input into the TRAFFIX LOS software to determine this scenario's intersection V/C ratios and corresponding LOS values. The Following table presents the results of the Opening Year (2014) Baseline intersection LOS analysis. All intersections would continue to operate at LOS A.

Opening Year Baseline Intersection Level of Service Summary

Intersection	Control	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS
		1. Ripple Street/Rosanna Street	all-way stop	0.297	A	0.279	A
2. Ripple Street/Marsh Street	1-way stop	0.132	A	0.096	A	0.104	A
3. Ripple Street/Coolidge Avenue	2-way stop	0.165	A	0.154	A	0.146	A
4. Ripple Street/Newell Street	all-way stop	0.257	A	0.235	A	0.254	A

Note: LOS determined using Circular 212 method for unsignalized intersections per LADOT.

Based on the table, all four study area intersections would continue to operate with satisfactory levels of service at LOS A in all peak hours.

Opening Year (2014) plus Project

Traffic generated by the proposed project was added to the Opening Year (2014) Baseline weekday and weekend (Saturday) scenarios, and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

The Opening Year (2014) plus Project weekday a.m. and p.m. peak hour, and weekend (Saturday) midday peak hour traffic volumes were input into the TRAFFIX software to determine this scenario's intersection V/C ratios and corresponding LOS values. The following table presents the results of the intersection LOS analysis and provides a comparison to the Opening Year (2014) Baseline scenarios, as well as the change in V/C ratios.

Opening Year plus Project Intersection Level of Service Summary

Intersection	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	V/C	LOS	Increase	V/C	LOS	Increase	V/C	LOS	Increase
1. Ripple St/Rosanna St	0.300	A	+0.003	0.279	A	0.000	0.350	A	+0.100
2. Ripple St/Marsh St	0.133	A	+0.001	0.097	A	+0.001	0.167	A	+0.063
3. Ripple St/Coolidge Ave	0.166	A	+0.001	0.155	A	+0.001	0.180	A	+0.034
4. Ripple St/Newell St	0.257	A	0.000	0.235	A	0.000	0.278	A	+0.033

Note: LOS determined using Circular 212 method for unsignalized intersections per LADOT.

With addition of trips from the proposed project, all four intersections would continue to operate at LOS A in the weekday a.m. and p.m. peak hours, and the weekend (Saturday) midday peak hour.

Applying the significance criteria, with the addition of project traffic, there would be no significant impacts to the four study intersections as all increases in V/C associated with the proposed project would be less than the LADOT criteria: LOS C \geq 0.040 V/C; LOS D \geq 0.020 V/C; and LOS E and F \geq 0.010 V/C. Impacts would be less than significant.

XVI(b). **Less Than Significant** – According to Appendix D of the Los Angeles Metropolitan Transportation Authority’s (MTA) 2010 Los Angeles County Congestion Management Program’s (CMP) *Guidelines for CMP Transportation Impact Analysis*, a regional CMP-level traffic analysis is not required for the proposed project since it would not add 50 or more weekday peak hour trips to a CMP facility. The nearest CMP facility to the project site is the Golden State Freeway – Interstate 5 (I-5). Impacts are therefore less than significant.

XVI(c). **No Impact** - The proposed project does not involve any change in air traffic patterns. It is not located in proximity to any airport. The proposed project is a park project; as such it will not result in any impact on air traffic safety.

XVI(d). **Less Than Significant** - Based on review of the site plan for the Marsh Park Expansion, the following conclusions were made by the traffic consultant regarding project access and circulation:

- With addition of traffic from the proposed project, the intersection of Ripple Street/Rosanna Drive would continue to operate at LOS A during the weekday and weekend (Saturday) peak hours. Therefore, the roadways (Rosanna Street and Gleneden Street) and intersection (Ripple Street/Rosanna Street) directly serving the proposed project would have ample capacity to serve its traffic. Even if the MRCA were to revise the driveway at Gleneden Street to a one-way inbound access, all inbound project traffic could still be accommodated on Rosanna Street, and intersection LOS would likely remain at LOS A.
- The site plan will be required to conform to the City of Los Angeles’ on-site design criteria and standards. A “hammerhead” driveway is provided in the easternmost area of the parking lot allowing for a vehicle turnaround at the end of the drive aisle. On the west side of the parking lot, an access to Gleneden Street is provided to allow for additional vehicular access to the project site.
- No mitigation measures are required for the project’s access and internal circulation.

The proposed project therefore does not include any circulation or access-related design hazards. Impacts are less than significant.

XVI(e). **Less Than Significant** - With addition of traffic from the proposed project, the intersection of Ripple Street/Rosanna Drive would continue to operate at LOS A during the weekday and weekend (Saturday) peak hours. Therefore, the roadways (Rosanna Street and Gleneden Street) and intersection (Ripple Street/Rosanna Street) directly serving the proposed project would have ample capacity to serve its traffic. Even if the MRCA were to revise the driveway at Gleneden Street to a one-way inbound access, all inbound project traffic could still be accommodated on Rosanna Street, and intersection LOS would likely remain at LOS A. The project therefore provides for sufficient emergency access. Impacts are therefore less than significant.

XVI(f). **Less Than Significant** – There are three basic categories of bike trails within the City, as defined by Caltrans. Class I bike paths involve designs that are completely separated from traffic lanes. Class II paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class III paths also are located along a street edge, but are not striped. These paths are identified by street signs only. Currently, the Los Angeles River Greenway Trail is a Class I facility that provides pedestrian and bicycle-only travel along the west side of the Los Angeles River in the project vicinity. Ripple Street is designated as a Class III bike trail with signage denoting bicycle routes. All streets in the study area contain sidewalks on both sides of the road, with exception of Ripple Street, which does not have a sidewalk along its frontage with the I-5 right-of-way. The proposed project would not alter or directly impact existing bike trails. The proposed project provides a potential destination for bike path users and thus compliments the existing bike trails by providing additional recreational opportunities along the bike path.

There are no transit services or routes in the immediate project vicinity. Regional transit service is provided by the Metropolitan Transportation Authority (MTA) with two routes in the area: 1) Route 96 – Downtown LA to Burbank; and, 2) Route 603 – Grand Station to Glendale Galleria. Bus stops for Route 96 are located approximately 0.6 miles away from the project site, with weekday, Saturday, and Sunday/holiday service. Bus stops for Route 603 are located approximately 0.5 miles away, with only weekday shuttle service. The proposed project would therefore result in limited additional transit demands and would not directly affect transit service. Impacts are therefore less than significant.

XVII UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVII UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XVII(a).**Less Than Significant** – The proposed project consists of construction of a 3-acre community park, which replaces two industrial buildings currently located on a portion of the project site. The existing industrial buildings include restrooms and connections to the sanitary sewer system. The proposed project is consistent with the existing land use designation and zoning for the project site and would not cause the Community Plan area to exceed the projected growth in population, housing or employment for the year of project occupancy/build out. Neither the proposed project nor the related project would include any point-source discharge, and thus, no cumulative impacts related to wastewater treatment requirements would occur. The project would generate wastewater in the form of domestic sewage. Domestic sewage typically meets wastewater treatment requirements because wastewater treatment facilities are designed to treat domestic sewage. The MRCA will be required to obtain a sanitary sewer connection permit for the proposed project. The project does not involve the release of unique or unusual sewage into the wastewater treatment system. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and impacts would be less than significant.

XVII(b).**Less Than Significant** - The proposed project consists of construction of a 3-acre community park, and as a result, would increase the demand for water and wastewater service. However, the proposed increase to water/wastewater service demand is negligible in comparison to the existing service areas of the water and wastewater service purveyors. The proposed project is consistent with the existing land use designation and zoning for the project site and would not cause the Community Plan area to exceed the projected growth in population, housing or employment for the year of project occupancy/build out. The facilities currently maintained by the service purveyors are adequate to serve the proposed increase in demand. The only water and wastewater improvements required for the project are on-site unit connections to the existing systems, which are subject to connection fees. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have less than significant impacts.

XVII(c).**Less Than Significant** - The project will not require the construction of new storm water drainage facilities or the expansion of existing facilities. The project is located in a developed urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. As discussed in Section IX, the project would involve only minor changes in the site's drainage patterns and does not involve altering any drainage courses or flood control channels. The proposed project is

subject to regulatory requirements including SUSMP, SWPPP, and Storm Drain Connection Permit requirements. Therefore, the proposed project would have less than significant impacts on the storm water drainage system.

XVII(d). **Less Than Significant** – Department of Water and Power (DWP) addresses issues of water supply in its Urban Water Management Plan (UWMP), which considers growth that is projected in regional planning documents, such as SCAG's Blueprint Report, estimates the projected future water demand associated with this growth, and identifies water sources and ways to meet the demand during various hydrological conditions over the next 25 years. According to the UWMP, DWP has analyzed three different hydrological conditions to determine the reliability of water supplies for the City of Los Angeles: average, single dry year, and multi-year drought. In each of the three hydrological conditions, the projected water demand was calculated taking into account growth in billing data, water conservation efforts, and demographics. The UWMP states that DWP can reliably meet the projected water demand in each of the hydrological conditions over the next 25 years with its supply portfolio.

The proposed project is consistent with the existing land use designation and zoning for the project site and would not cause the Community Plan area to exceed the projected growth in population, housing or employment for the year of project occupancy/build out.

As of January 1, 2011 projects in the City of Los Angeles are subject to the City of Los Angeles Green Building Code (LAGBC). The LAGBC is based on the 2010 California Green Building Standards Code, commonly known as "CALGreen" that was developed and mandated by the State to attain consistency among the various jurisdictions within the State; reduce the building's energy and water use; reduce waste; and reduce the carbon footprint. The project will be subject to a LADBS – Green Building Plan Check.

State Assembly Bill 1881 (Laird, Water Conservation), aimed at conserving outdoor water use, requires cities and counties to update local Landscape Ordinances so that they are at least as effective as the State's Department of Water Resource's updated Model Water Efficient Landscape Ordinance (MWELO). To be in compliance, the City of Los Angeles implemented Irrigation Guidelines, which are essentially the same requirements as the State's MWELO. The proposed project is required to comply with the Irrigation Guidelines and to obtain a Landscaping Permit from the City of Los Angeles, which requires submittal of an irrigation plan with Water Management Point System Certification (LAMC 12.41.B1) or demonstration of compliance with the City's Landscape Ordinance. Compliance with regulatory requirements will help to ensure that project water resource impacts are less than significant.

XVII(e). **Less Than Significant** – Restrooms are present in the two buildings on site that would be demolished to allow for park construction. One of the two buildings is currently occupied. As discussed in Section XVII(b), the proposed project consists of development of a 3-acre community park, and as a result, would increase the demand for wastewater service. However, the proposed increase to wastewater service demand is negligible in comparison to the existing service area of the wastewater service purveyor. The project site is not located within an area of constrained sewer capacity (Reference 11, Figure M.2-2). In addition, the facilities currently maintained by the service purveyor are adequate to serve the proposed increase in demand. Therefore, the project would result in a less than significant impact on wastewater service.

XVII(f).

And

XVII(g) **Less Than Significant** - The project is located in a developed urban area and within a refuse collection area. In September 1989, the California Integrated Solid Waste Management (ISWM) Act (also known as AB 939) was passed. It required each city in the state to divert at least 25 percent of its solid waste from landfill disposal through source reduction, recycling, and composting, by the end of 1995. Cities must now divert at least 50 percent of their waste stream. AB 939 further requires each city to conduct a Solid Waste Generation Study and to prepare annually a Source Reduction and Recycling Element (SRRE) to describe how it will reach its goals. The City of Los Angeles has prepared a Solid Waste Management Policy Plan (CiSWMPP), which was adopted by the City Council in November 1994. The CiSWMPP is a long-term planning document containing goals, objectives and policies for solid waste management for the City. It specifies citywide diversion goals and disposal capacity needs. (Reference 11, page M.3-1 to M.3-2). The proposed project will comply with the policies of the CiSWMPP.

During demolition and construction activities in the City of Los Angeles, as of January 1, 2011, all contractors are required to source separate materials on site for recycling and/or use a permitted private waste hauler to deliver mixed materials to a certified processor for recycling. http://www.lacitysan.org/solid_resources/recycling/c&d.htm. The MRCA will require that its demolition contractor comply with the requirements of the City of Los Angeles's Citywide Construction and Demolition Waste Recycling Ordinance. The following standard mitigation measure is included to ensure compliance with this new code requirement:

Mitigation Measure 17-1: The MRCA will require as part of its demolition contract, that the demolition contractor comply with the requirements of the City of Los Angeles's Citywide Construction and Demolition Waste Recycling Ordinance.

The project will not result in the need for any new, or substantial alteration to the existing, solid waste collection and disposal system. The project will be subject to existing regulations aimed at decreasing the waste stream. Therefore, the project would cause less than significant impacts.

<u>XVIII MANDATORY FINDINGS OF SIGNIFICANCE</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Does the project:</i>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVIII MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XVIII(a).Less Than Significant - As discussed in Sections I and III of this document, the proposed project would not have substantial impacts to Aesthetic or Air Quality. Also, as discussed in Section IV of this document, the proposed project would not have substantial Biological Resource impacts to special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Similarly, as discussed in Section V of this document, the proposed project would not have substantial impacts to Cultural Resources, including historical, archaeological, or paleontological resources, and thus, would not eliminate any important examples of California history or prehistory. As discussed in Sections IX, XI, and XII of this document, the proposed project would not have substantial impacts to Water Quality, Mineral Resources or Noise. Therefore, the project will not substantially degrade the quality of the land, air, water, minerals, flora, fauna, noise and objects of historic or aesthetic significance.

XVIII(b).Less Than Significant - The proposed project would not cause impacts that are cumulatively considerable. The project has the potential to contribute to cumulative Air Quality, Water Quality, Noise, Public Services, Traffic, and Utility effects. However, none of these cumulative conditions are substantial, except for cumulative air quality conditions (i.e. the SCAB is a non-attainment basin) and cumulative greenhouse gas impacts. However, the project would not cause any cumulative impacts to become substantial or result in a cumulatively considerable increase in air quality or greenhouse gas emissions. As discussed in Section III and VII of this document, the project's contribution to the cumulative air quality and greenhouse gas scenarios is not considerable. Therefore, the proposed project does not have a Mandatory Finding of Significance due to cumulative impacts.

XVIII(c).Less Than Significant - As discussed in Sections III, VIII, XI and XVI of this document, the proposed project would not expose persons to the Hazards of toxic air emissions, chemical or explosive materials, flooding, or transportation hazards. Although users of the proposed project would be exposed to typical southern California earthquake hazards, modern engineering practices would ensure that geologic and seismic conditions would not directly cause substantial adverse effects on humans. In addition, as discussed in Sections I-Aesthetics, X-Land Use and Planning, XII-Noise, XIII-Population and Housing, XIV-Public Services, XV-Recreation, XVI-Transportation/Traffic, and XVII-Utilities and Service Systems, the project would not indirectly cause substantial adverse effects on humans. Therefore, the proposed project would not have a Mandatory Finding of Significance due to environmental effects that could cause substantial adverse effects on humans.