

# **EL SERENO PARK IMPROVEMENT PROJECT INITIAL STUDY**

Prepared for

**CITY OF LOS ANGELES**  
Department of Recreation and Parks  
221 North Figueroa Street, Suite 100  
Los Angeles, CA 90012

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# 1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA), this Initial Study has been prepared to inform City of Los Angeles decision-makers, affected agencies, and the public of the potential environmental consequences of the proposed El Sereno Park Improvement Project (proposed project). The preparation of this Initial Study is governed by CEQA (Public Resources Code, Sections 21000–21178) and the CEQA Guidelines (California Code of Regulations, Title 4, Chapter 14, Sections 15000–15387). The City of Los Angeles Department of Recreation and Parks (RAP) is the lead agency for the proposed project.

## 1.1 PROJECT INFORMATION

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<b>Project Title:</b>	El Sereno Park Improvement Project
<b>Lead Agency Name and Address:</b>	City of Los Angeles Department of Recreation and Parks 221 North Figueroa Street, Suite 100 Los Angeles, CA 90012
<b>Contact Person and Phone Number:</b>	Mr. Paul Davis, Project Manager (213) 202-2667
<b>Project Sponsor’s Name and Address:</b>	City of Los Angeles Department of Recreation and Parks 221 North Figueroa Street, Suite 100 Los Angeles, CA 90012

## 1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

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As part of the permitting process, the proposed project is required to undergo an environmental review pursuant to CEQA. An Initial Study is used by the lead agency as the basis for determining whether a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) is the appropriate document to satisfy the environmental review requirements of CEQA. An EIR is prepared when the Initial Study concludes that a project may have a significant impact on the environment. If the Initial Study concludes that a project would have less-than-significant impacts on the environment, a ND is prepared. If the Initial Study concludes that a project would have less-than-significant impacts on the environment with implementation of mitigation measures, a MND is prepared.

Based on the findings of this Initial Study, the proposed project has the potential to result in impacts that cannot be reduced to a less-than-significant level by mitigation measures. Accordingly, the preparation of an EIR is required to further evaluate the potentially significant environmental effects of the proposed project. This Initial Study serves to focus the EIR to those topic areas for which the proposed project could result in significant and unavoidable effects.

This Initial Study will be made available for a 30-day public review period. During this review period, the public and responsible agencies may submit comments on the proposed project. The RAP will review and consider all comments as a part of the proposed project’s environmental analysis as required by CEQA Guidelines Section 15082. This Initial Study, the Notice of Preparation and associated comments will be included in the EIR to be prepared for the proposed project.

## 1.3 DEFINITION OF IMPACT CATEGORIES

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Below are the four impact categories as defined by CEQA used to describe the level of significance of project impacts. In each environmental topic area, the appropriate impact category will be determined as it relates to that topic area.

**No Impact.** The designation assigned to environmental topics where the proposed project would have no effect.

**Less-Than-Significant Impact.** The designation assigned to environmental topics where a change may occur as a result of the proposed project; however, the change would not exceed established impact threshold levels.

**Less-Than-Significant Impact with Mitigation Incorporated.** The designation assigned to environmental topics for which adverse effects can be reduced to a less-than-significant level with implementation of specific conditions and measures. The mitigation measures are listed after the discussion of the affected topic area.

**Potentially Significant Impact.** The designation assigned to environmental topics for which adverse effects cannot be reduced to a less-than-significant level by mitigation measures.

## 1.4 ORGANIZATION OF INITIAL STUDY

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The content and format of this Initial Study is designed to meet the requirements of CEQA. This Initial Study is organized into the following four sections:

**1.0 Introduction.** This section provides introductory information, including the project title, the project applicant, and the lead agency for the proposed project.

**2.0 Project Description.** This section provides a description of the proposed project, a description of the project site and the surrounding land uses, the estimated timeline for the construction and implementation of the proposed project, and the required discretionary actions and approvals.

**3.0 Initial Study Checklist and Evaluation.** This section contains the complete CEQA Initial Study Checklist showing the level of impact under each environmental impact category. This section also includes a discussion of the environmental impacts associated with each category.

**4.0 Persons And Sources Consulted.** This section provides a list of sources, and governmental agencies, and consultant team members that participated in the preparation of this Initial Study.

## 2.0 PROJECT DESCRIPTION

This chapter provides a description of the project site and the surrounding land uses, the characteristics and components of the proposed project, and the estimated timeline for the implementation of the proposed project.

### 2.1 PROJECT SITE

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The project site is within the boundaries of the existing El Sereno Recreation Center and Park located at 4721 Klamath Street in the community of El Sereno in City of Los Angeles. The regional location of the project site is shown in **Figure 2-1**. The 19-acre park includes an auditorium, barbeque pits, baseball diamond, basketball courts, children's play area, community room, indoor/outdoor gym, picnic tables, tennis courts, an indoor pool, a skate park, and a clubhouse with concession stand. The project site includes the portion of the park that contains the Clubhouse and a paved area with benches just north of the Clubhouse.

As shown in the aerial photograph provided in **Figure 2-2**, the project site is located immediately west of the park's main driveway and entrance on Klamath Street. The project site steps up from the street and driveway, and the Clubhouse is setback from Klamath Street by an undeveloped vegetated area. The Clubhouse, built in 1949, is an approximately 3,850 square foot, one-story, wood-framed, stucco building. The Clubhouse has two restrooms, a craft room, six storage rooms, a kitchen areas, an auditorium area with a stage, a water heater closet, an equipment room, a covered terrace, and a detached concession stand. The concession stand, measuring approximately 13 feet by 9 feet, located across the terrace from the Clubhouse is a small wood-framed structure. The Clubhouse has been closed to the public for a number of years and is currently being used as a park maintenance equipment storage facility. Due to disuse, the building condition is in severe disrepair. Windows and doors have been covered with plywood and some siding from both buildings has been removed. Asbestos and lead abatement work was performed in November 2013. Vegetation on the project site includes several pepper and cypress trees, a jacaranda tree, shrubs, and weeds. Photographs of the project site are provided in **Figure 2-3**. The project site is zoned and has a General Plan land use designation of Open Space (OS).

### 2.2 SURROUNDING LAND USES

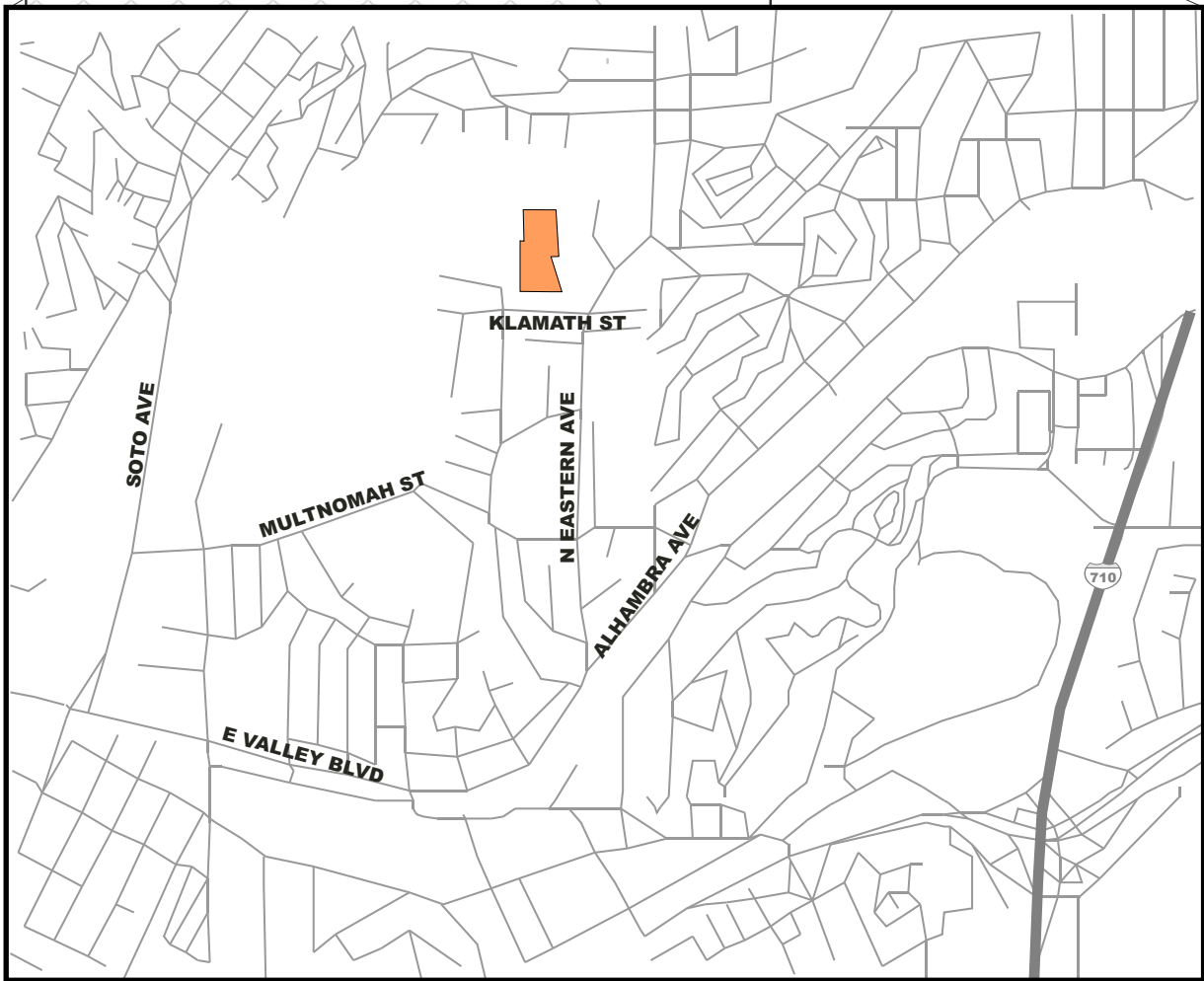
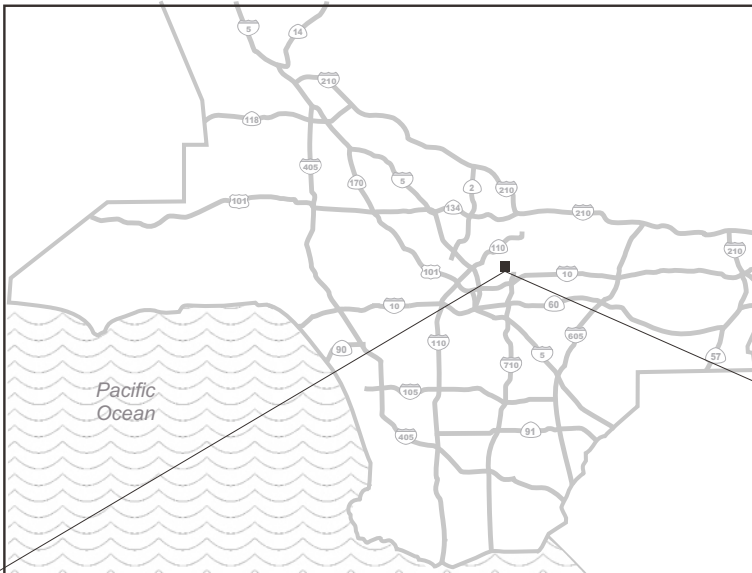
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The project site is bound by the El Sereno Recreation Center and Park on all sides. Specifically, the project site is surrounded by the playground, the El Sereno Skate Park, a parking lot, and the park's main building to the north, the indoor pool building to the east, a grassy open space and Klamath Street to the south, and tennis courts and a basketball court to the west. Across Klamath Street and to the west of the park are single-family homes. The aerial map presented in **Figure 2-2** depicts the project site and surrounding area. The area immediately surrounding the project site within the El Sereno Recreation Center and Park is zoned and designated OS. The area south and west of the project site, outside of the park, is zoned One-Family Residential (R1) and designated Low Residential.

### 2.3 PROJECT DESCRIPTION

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The proposed project consists of the construction and installation of several new recreational facilities in El Sereno Recreation Center and Park. To accommodate these new recreational facilities, the Clubhouse would be demolished. A basketball court, batting cage, and pathway/jogging path would be constructed within the existing building footprint of the Clubhouse. In addition, fitness equipment, picnic tables, benches, and drinking fountains would be installed in the paved area just north of the Clubhouse. All facilities would be accessible to American Disabilities Act standards. The intent of the proposed project is to increase usable park space in the community. The proposed project concept plan is included as **Figure 2-4**.



LEGEND:

 Project Site

NOT TO SCALE



SOURCE: TAHA, 2014.



LEGEND:  Project Site

SOURCE: TAHA, 2014.



FIGURE 2-2

PROJECT SITE AERIAL MAP



Clubhouse facade, view facing west.



Clubhouse, view facing south.

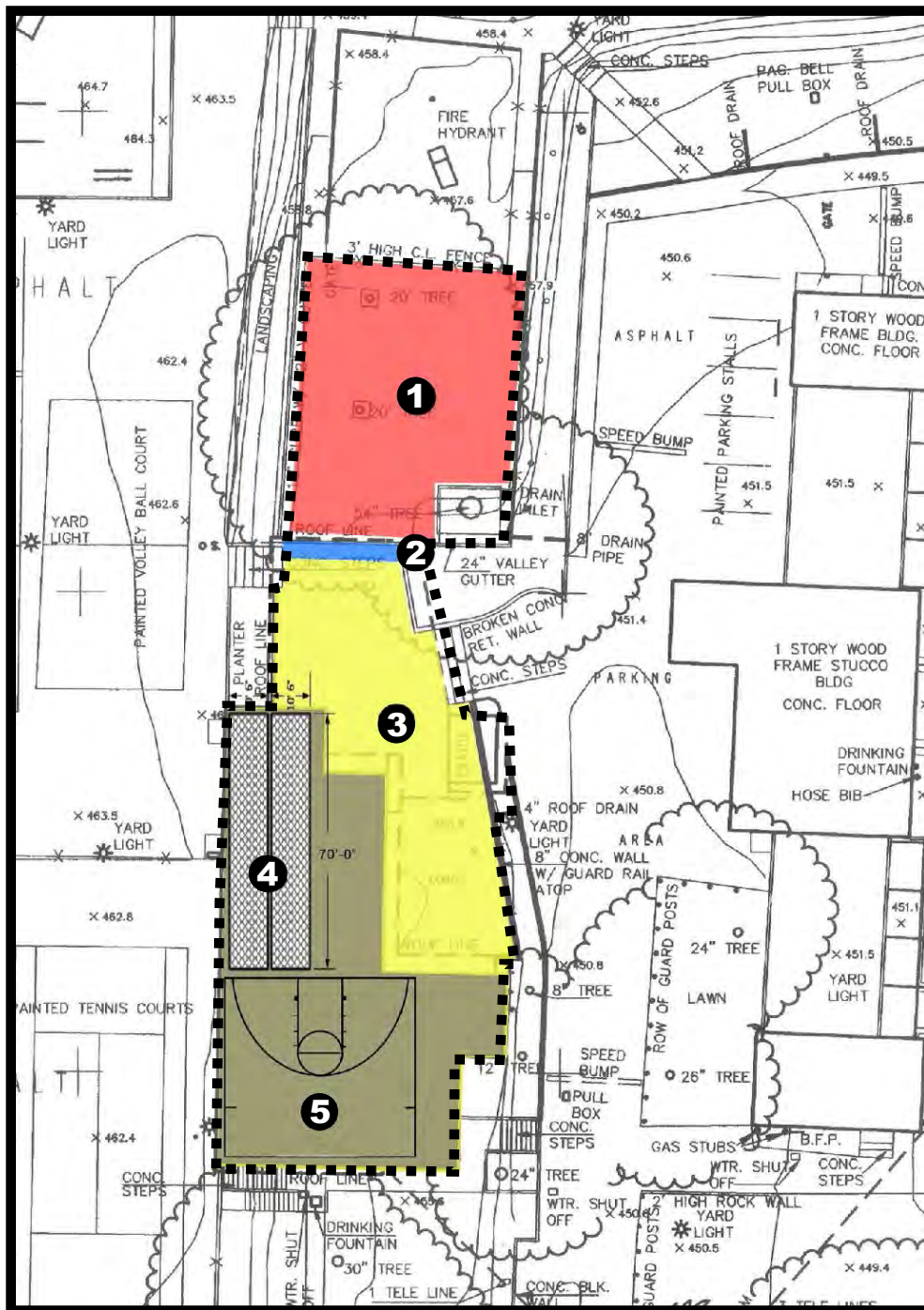


South elevation, view facing northwest.



Concession Stand, view facing southwest.

SOURCE: SWCA, 2014.



**LEGEND:**

- Project Site
- Project Feature
- 1.** Fitness Equipment, Picnic Tables/Benches, Drinking Fountain
- 2.** ADA Ramp Access to Fitness Area
- 3.** Pathway, Jogging Path
- 4.** Batting Cage
- 5.** Basketball Court

SOURCE: City of Los Angeles, Department of Recreation and Parks, 2014.



## 2.4 CONSTRUCTION APPROACH

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Site preparation and construction would take place over a period of approximately three months. In accordance with the City of Los Angeles Noise Ordinance, construction crews would work no more than eight hours a day and would restrict their activities to between 7:00 a.m. and 8:00 p.m. on non-federal holiday weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays.

### 3.0 INITIAL STUDY CHECKLIST AND EVALUATION

#### 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 / Forestry Resources | <input type="checkbox"/> Air Quality                                   |
| <input type="checkbox"/> Biological Resources     | <input checked="" 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 checked="" 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 checked="" 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" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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.

Paul Davis  
Signature

Paul Davis, Project Manager  
Printed Name

10/2/14  
Date

City of Los Angeles Department of Recreation and Parks  
For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.1 AESTHETICS</b> - Would the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** The project site is within the boundaries of the El Sereno Recreation Center and Park, and is currently developed with a Clubhouse and a paved area. The Clubhouse has been determined eligible for designation as a City of Los Angeles Historic-Cultural Monument (HCM). While the project site and park as a whole may be visible from vantage points within Ascot Hills Park which afford scenic vistas of the surrounding area, the Clubhouse is not distinguishable from these vantage points due to distance, presence of vegetation, and density of development. Therefore, the removal of the Clubhouse and the development of the project site with new recreational facilities would not have an adverse effect on scenic vistas available from Ascot Hills Park.

Views of undeveloped hillsides looking across the project site from the surrounding area to the north and west are available. These views are considered scenic, and the Clubhouse may be visible in the foreground of these views from certain vantage points. Although historic structures are often considered scenic resources, due to disuse, the structures are in severe disrepair. As shown in the photographs of the project site presented in **Figure 2-3** above, windows and doors have been covered with plywood and some siding from both buildings has been removed. As a result, views of the Clubhouse are not considered scenic and do not contribute to the scenic value of hillside views. Accordingly, the removal of the Clubhouse would not adversely affect such views. Additionally, the proposed project does not include any components that would either diminish or obstruct views of the hillsides. Therefore, impacts would be less than significant, and no further analysis is warranted.

- b) **No Impact.** The proposed project would result in removal of a historic structure; however, the project site is not located within the viewshed of a State, County, or locally designated scenic highway.<sup>1,2</sup> Therefore, no impacts would occur, and no further analysis is warranted.
- c) **Less-Than-Significant Impact.** The Clubhouse, considered a historic resource under CEQA and a contributor to the visual character of the project site, would be demolished as part of the proposed project. The removal of the Clubhouse would alter the visual character of the project site; however, due to disuse, the structures are in severe disrepair. As a result the Clubhouse does not contribute to the visual quality of the park and surrounding area. The Clubhouse would be replaced with new recreational facilities, including a basketball court, batting cage, and pathway/jogging path. The proposed facilities would be consistent with the existing visual character of the El Sereno Recreation Center and Park, and would be complimentary to the residential neighborhood across Klamath Street. Accordingly, the proposed project would not degrade the visual quality or character of the project site and surrounding area. Therefore, impacts would be less than significant, and no further analysis is warranted.

<sup>1</sup>California Department of Transportation. *California Scenic Highway Mapping System*, Los Angeles County. Available: [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/scenic_highways/). Accessed: March 26, 2014.

<sup>2</sup>City of Los Angeles. *Transportation Element of the General Plan, Map E, Scenic Highways in the City of Los Angeles*. June 1998.

- d) No Impact.** The El Sereno Recreation Center and Park and surrounding area is well lit at night. Sources of nighttime lighting include the baseball diamonds, tennis courts, and basketball courts, as well as on-site parking lots and driveways. Additional sources of nighttime lighting in the area include street, security, way finding, vehicle headlights, and interior building illumination. The proposed project does not include new sources of night time lighting, or elements or features that would create substantial new sources of glare. Therefore, no impacts would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.2 AGRICULTURE AND FOREST</b> - Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<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 or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a-e) No Impact.** The project site is zoned Open Space (OS) and is developed with a vacant Clubhouse building within the El Sereno Recreation Center and Park. The project site does not contain any farmland, forestland, timberland or any agricultural use. Therefore, no impacts would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.3 AIR QUALITY</b> - Would the project:				
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"/>

- a) **Less-Than-Significant Impact.** As the project site is located in the South Coast Air Basin (Basin), the applicable Air Quality Management Plan (AQMP) is the South Coast Air Quality Management District (SCAQMD) plan. According to the SCAQMD, there are two key indicators of consistency with the AQMP: (1) whether the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and (2) whether the project would not exceed the assumptions in the AQMP based on the year of project buildout. The first consistency criterion refers to violations of the California Ambient Air Quality Standards. The proposed project would not generate pollution during operational activity except minor negligible emissions from maintenance of the park, including periodic landscaping activity. Project activity would not generate regional emissions that could interfere with attainment or maintenance of ambient air quality standards. In addition, the proposed project would comply with State and local strategies designed to control air pollution. Therefore, the proposed project would comply with Consistency Criterion No. 1.

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP. A project is consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. The proposed project does not include a residential component, and therefore, would not increase population or housing in the area. In addition, the proposed project would not increase employment upon completion of construction. The proposed project is considered to be consistent with growth assumptions included in the AQMP, and it would comply with Consistency Criterion No. 2.

As the proposed project would comply with Consistency Criterion Nos. 1 and 2, the proposed project would not conflict with or obstruct implementation of the applicable air quality management plan. Therefore, impacts would be less than significant, and no further analysis is warranted.

- b) **Less-Than-Significant Impact.** The SCAQMD has developed construction and operational thresholds of significance to ascertain if projects comply with air quality regulations. Construction of the proposed project would contribute to air quality emissions through the use of heavy-duty construction equipment, delivery and haul related truck trips, and vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from earthwork activities. Nitrogen oxide (NO<sub>x</sub>) emissions would primarily result from the use of construction equipment. The assessment of construction air quality impacts considers each of these potential sources.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM<sub>2.5</sub> and PM<sub>10</sub> emissions associated with construction activities by approximately 61 percent.

Construction emissions were estimated using the CalEEMod emissions inventory model. Appendix A includes a detailed list of assumptions (e.g., equipment mix and truck trips) used to estimate air emissions. **Table 3-1** shows the maximum daily emissions associated with construction activity. Construction emissions would not exceed the SCAQMD regional significance thresholds.

Regarding operational emissions, the proposed project would not generate considerable amounts of criteria air pollutant emissions during operational activity except negligible and short-term irregular emissions from maintenance of the park, including periodic landscaping activity. The proposed project is intended to serve existing park users and would not generate new vehicle trips or generate emissions that exceed SCAQMD significance thresholds related to operational activities. Therefore, impacts would be less than significant, and no further analysis is warranted.

<b>TABLE 3-1: REGIONAL CONSTRUCTION EMISSIONS</b>						
	<b>pounds per day (lbs/day)</b>					
	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition	1	13	10	<1	1	1
Site Preparation	1	14	8	<1	1	1
Paving	1	12	9	<1	1	1
<b>Maximum Total</b>	<b>1</b>	<b>14</b>	<b>10</b>	<b>&lt;1</b>	<b>1</b>	<b>1</b>
<b>Significance Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceed Threshold?	No	No	No	No	No	No
CalEEMod emissions for fugitive dust were adjusted to account for a 61 percent control efficiency associated with SCAQMD Rule 403. <b>SOURCE:</b> CalEEMod, 2014.						

c) **Less-Than-Significant Impact.** The proposed project would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is in non-attainment under applicable federal or State ambient air quality standards. The proposed project and the whole of the Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead and a federal attainment/maintenance area for CO. It is classified as a state attainment area for CO, and it currently meets the federal and State standards for nitrogen dioxide (NO<sub>2</sub>), sulfur oxide (SO<sub>x</sub>), and lead.

Because the Basin is designated as a State and/or federal nonattainment air basin for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, and NO<sub>2</sub>, there is an ongoing regional cumulative impact associated with these pollutants. An individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. The SCAQMD has indicated that there are instances when the project-level thresholds may be used as an indicator defining if project emissions contribute to the regional cumulative impact. The use of project-specific thresholds to determine a cumulative impact is acceptable for a project that is not constructed, by necessity, with another project. The proposed project is not dependent on another project and the project-level thresholds have been deemed appropriate for assessing the cumulative impact.

As discussed in Section 3.3(b) above, the proposed project would not generate air pollutant emissions that exceed the project-level thresholds. Accordingly, the proposed project would not significantly contribute to cumulative regional emissions, and no impact to a cumulatively considerable net increase in emissions during operations would occur. Therefore, impacts would be less than significant, and no further analysis is warranted.

d) **Less-Than-Significant Impact.** Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include: residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The proposed project is located in a residential community adjacent to occupied residences. In addition, Farmdale Elementary School is located approximately 0.15 mile northeast of the project site.

Construction activity would generate on-site pollutant emissions associated with equipment exhaust and fugitive dust. However, as shown in **Table 3-2**, maximum daily emissions would not exceed the SCAQMD localized significance thresholds.

<b>TABLE 3-2: LOCALIZED CONSTRUCTION EMISSIONS</b>				
	<b>pounds per day (lbs/day)</b>			
	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition	12	9	1	1
Site Preparation	14	7	1	1
Construction	12	7	1	1
<b>Maximum Total</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>1</b>
<b>Significance Threshold</b>	<b>74</b>	<b>817</b>	<b>11</b>	<b>4</b>
Exceed Threshold?	No	No	No	No
CalEEMod emissions for fugitive dust were adjusted to account for a 61 percent control efficiency associated with SCAQMD Rule 403. Localized thresholds were based on a 0.32-acre site and a 42-meter (140-foot) receptor distance. <b>SOURCE:</b> CalEEMod, 2014.				

The greatest potential for toxic air contaminant emissions during construction would be diesel particulate emissions associated with heavy-duty equipment operations. The SCAQMD has not published guidance for assessing the risk from construction projects. The California Air Pollution Control Officers Association (CAPCOA) has published Health Risk Assessments for Proposed Land Use Projects. It states that, “this guidance does not include how risk assessments for construction projects should be addressed in CEQA. As this is intended to be a ‘living document’, the risks near construction projects are expected to be included at a later time as the toxic emissions from construction activities are better quantified. State risk assessment policy is likely to change to reflect current science, and therefore this document will need modification as this occurs.” Nonetheless, as regional and localized particulate matter emissions resulting from construction activities would not result in significant impacts, it is similarly anticipated that diesel particulate emissions would not result in a significant health impact. Accordingly, construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. As previously discussed in Section 3.3(b) above, operational emissions associated with the proposed project would be negligible. Therefore, impacts would be less than significant, and no further analysis is warranted.

- e) **Less-Than-Significant Impact.** Odors from these sources would be localized and generally confined to the immediate area under construction. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The proposed project would not include any land use or activity that typically generates adverse odors. Therefore, impacts would be less than significant, and no further analysis is warranted.

	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant Impact with Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
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**3.4 BIOLOGICAL RESOURCES** - Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <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 US Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less-Than-Significant Impact.** The project site is located in an urbanized area within the El Sereno Recreation Center and Park and is developed with a Clubhouse and paved area. Vegetation on and immediately adjacent to the project site is limited to introduced landscape species found in urbanized environments, including a variety of trees (Pepper, Jacaranda, and Cypress), landscape shrubs, grass and weeds. Pepper trees would be maintained under the proposed project, while remaining vegetation would be removed. Based on a search of the California Natural Diversity Database for the United States Geological Survey 7.5-minute Los Angeles Quadrangle, in which the project site is located, 16 special-status species have the potential to occur in the area.<sup>3</sup> However, the project site does not contain suitable habitat for any of the species nor conditions that would support any of the 16 sensitive species. Additionally, according to the City of Los Angeles CEQA Thresholds Guide, the project site is not located in a Biological Resource Area nor is it located in a Significant Ecological Area as recognized by the County of Los Angeles.<sup>4</sup> Therefore, impacts would be less than significant, and no further analysis is warranted.

b) **No Impact.** The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, no impacts would occur, and no further analysis is warranted.

c) **No Impact.** The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Clean Water Act Section 404. The project site is located in an urbanized area within the El Sereno Recreation Center and Park and is developed with a Clubhouse. Therefore, no impacts would occur, and no further analysis is warranted.

d) **No Impact.** The proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. The project site is located in an urbanized area within the El Sereno Recreation Center and Park and is developed with a Clubhouse and a paved area. Because the project site is surrounded by urban development and is cut off from any natural or any undeveloped areas, wildlife movement does not occur on the project site or surrounding area. Neither the project site nor the surrounding area contains native wildlife nursery sites. Therefore, no impacts would occur, and no further analysis is warranted.

e) **Less-Than-Significant Impact with Mitigation Incorporated.** The proposed project would not conflict with any polices or ordinances protecting biological resources. The project site contains a number of trees including Pepper, Jacaranda and Cypress trees. The Jacaranda and Cypress trees would be removed upon project construction, and the Pepper trees would be retained. Regardless, these trees are not protected by the City of Los Angeles's Tree Protection Ordinance which protects Southern California native tree

<sup>3</sup>California Department of Fish and Wildlife. *California Natural Diversity Database, RareFind 5*, Los Angeles Quadrangle. Queried on April 1, 2014.

<sup>4</sup>City of Los Angeles, *Los Angeles CEQA Thresholds Guide, Biological Resource Areas*, Exhibit C-5, 2006.

species which include Oak, Southern California Black Walnut, Western Sycamore, and California Bay trees.

The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act and the California Fish and Game Code. Those regulations require avoidance of impacts to native birds, nests, and eggs. The project would achieve avoidance by constructing the proposed project outside of the bird nesting season which extends from February 1 to August 15, or by checking for and avoiding nests if the project starts during the nesting season. However, if construction takes place during nesting season, Mitigation Measure **BR1** would be implemented to ensure that nests are avoided. With implementation of Mitigation Measure **BR1**, impacts would be less than significant, and no further analysis is warranted.

**Mitigation Measure**

**BR1** If Project construction activities cannot be implemented outside of the nesting season, the applicant shall retain a qualified biologist to perform pre-construction nest surveys to identify active nests within and adjacent to the project area. If the pre-construction survey is conducted early in the nesting season (February 1- March 15) and nests are discovered, a qualified biologist may remove the nests only after it has been determined that the nest is not active, i.e., the nest does not contain eggs, nor is an adult actively brooding on the nest. Any active nests identified within the Project area or within 300 feet of the Project area should be marked with a buffer, and the buffer area would need to be avoided by construction activities until a qualified biologist determines that the chicks have fledged. The buffer area shall be 300 feet for non-raptor nests, and 500-feet for raptor nests. If the buffer area cannot be avoided during construction of the Project, the Project applicant should retain a qualified biologist to monitor the nests on a daily basis during construction to ensure that the nests do not fail as a result of noise generated by the construction. The biological monitor should have the authority to halt construction if the construction activities cause negative effects, such as adults abandoning the nest or chicks falling from the nest.

- f) **No Impact.** No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan are applicable to the project site. Therefore, no impacts would occur and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.5 CULTURAL RESOURCES</b> - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) **Potentially Significant Impact.** Implementation of the proposed project would cause a substantial adverse change in the significance of a historic resource. The proposed project includes the demolition of the Clubhouse and concession stand that is considered a historical resource for purposes of CEQA. These structures have been identified as eligible for designation as an HCM.<sup>5</sup> Therefore, a potentially significant impact would occur. This potentially significant impact will be further analyzed in the EIR.

<sup>5</sup>SWCA Environmental Consultants. *Historic Structures Evaluation Report for the El Sereno Recreation Center Clubhouse, City and County of Los Angeles, California*. December 2013.

**b) Less-Than-Significant Impact with Mitigation Incorporated.** A records search by the South Central Coastal Information Center for the project site has been requested to determine whether any archaeological sites occur or isolates have been identified on the project site or within a 0.5 mile radius of the project site. Because of previous disturbance at the site, it is anticipated that no archaeological resources will occur on the project site. However, this does not preclude the possibility that archaeological resources could be encountered during demolition and grading activities associated with the proposed project. To ensure that the proposed project would not cause an adverse change in the significance of archaeological resources Mitigation Measure **CR1** would be implemented in the event that archaeological resources are encountered during construction. With implementation of Mitigation Measure **CR1**, impacts would be less than significant, and no further analysis is warranted.

**Mitigation Measure**

**CR1** During construction, if buried cultural resources, such as chipped or ground stone, historical artifacts, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the contractor shall ensure that all work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City.

**c) Less-Than-Significant Impact with Mitigation Incorporated.** The project site is immediately underlain by Quaternary younger alluvium. These deposits typically have a low potential to contain paleontological resources at the surface due to their more recent emplacement. However, these deposits do overlie beds of the late Miocene marine Puente Formation which has the potential to contain significant to highly significant vertebrate fossils.<sup>6</sup> Accordingly, the potential for Quaternary younger alluvium to produce significant paleontological resources increases with disturbance depth. This is especially the case in the project's northwestern portion, which is mapped approximately 150 feet southeast of the stratigraphic contact between Quaternary younger alluvium and the Puente Formation.<sup>7</sup> As part of this assessment, a museum records search from the Los Angeles County Museum of Natural History was requested. Results of the records search revealed that no significant fossil localities have been recorded within the proposed project footprint; however, several scientifically important vertebrate fossil localities (including a fossil whale type specimen) have been found in the surrounding area.<sup>8</sup> Although the proposed project's disturbance depth is relatively shallow, its proximity to the contact between Quaternary younger alluvium and the Puente Formation increases the likelihood that the sensitive Puente Formation could be encountered during construction. To ensure that the proposed project would not directly or indirectly destroy a unique paleontological resource, Mitigation Measure **CR2** would be implemented prior to the start of construction to determine if additional mitigation measures are necessary to avoid impacts to paleontological resources. With implementation of Mitigation Measure **CR2**, impacts would be less than significant and no further analysis is warranted.

**Mitigation Measure**

**CR2** Prior to the start of construction, a qualified paleontologist shall conduct a pre-construction site visit and complete a paleontological assessment memo detailing the results of the site visit, additional research, and a sensitivity analysis in order to assess the relationship between the proposed project location and the Puente Formation. The paleontological assessment shall also include additional mitigation, if deemed necessary.

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<sup>6</sup>McLeod, S. A. 2014. *Natural History Museum of Los Angeles County: Unpublished collections data*. 2 p.

<sup>7</sup>Yerkes, R.F. 1997. *Preliminary geologic map of the Los Angeles 7.5' quadrangle, Southern California*. USGS Open File Report 97-254. Scale 1:24,000.

<sup>8</sup>McLeod, S. A. 2014. *Natural History Museum of Los Angeles County: Unpublished collections data*. 2 p.

- d) Less-Than-Significant Impact with Mitigation Incorporated.** Human remains could be encountered during demolition and grading activities associated with the proposed project. While no formal cemeteries, other places of human internment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. Although the proposed project’s disturbance depth is relatively shallow, to ensure that the proposed project would not disturb any human remains, Mitigation Measure **CR3** would be implemented in the event that human remains are encountered during construction. With implementation of Mitigation Measure **CR3**, impacts would be less than significant, and no further analysis is warranted.

**Mitigation Measure**

**CR3** If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. If any human remains are discovered or recognized in any location other than a dedicated cemetery, the contractor shall ensure that excavation or disturbance of the site (including any nearby area reasonably suspected to overlie adjacent human remains) shall stop until:

1. The coroner of the county has been informed and has determined that no investigation of the cause of death is required; and
2. If the remains are of Native American origin,
  - a. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
  - b. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100) and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission.

	Less-Than-Significant			
	Potentially Significant Impact	Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact

**3.6 GEOLOGY AND SOILS - Would the project:**

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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 potential result in on- or off-site 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 risks 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 waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a.i) No Impact.** The proposed project would not expose people or structures to potential substantial adverse effects resulting from the rupture of known earthquake fault. The project site is not located within an Alquist-Priolo Earthquake Fault zone or within five miles of an Alquist-Priolo Earthquake Fault zone,<sup>9</sup> nor is the project site located within a Fault Rupture Study area.<sup>10</sup> Additionally, the proposed project would not include any structures for human occupancy. Therefore, no impacts would occur, and no further analysis is warranted.

**a.ii) Less-Than-Significant Impact.** The proposed project would not expose people or structures to potential substantial adverse effects resulting from strong groundshaking. The project site is located within the seismically active area of Southern California and strong ground shaking due to seismic activity could be experienced as a result of an earthquake on a number of faults in the region. The proposed project would be designed and constructed in accordance with the seismic safety requirements of the California Building Code (CBC) and the Los Angeles Municipal Code (LAMC). Compliance with these requirements would reduce impacts associated with seismic risks to the maximum extent practicable with current engineering practices. Additionally, the proposed project does not include the construction of any occupiable structures. Therefore, impacts would be less than significant and no further analysis is warranted.

**a.iii) Less-Than-Significant Impact.** According to the California Department of Conservation’s (DOC) Seismic Hazard Zones Map for the Los Angeles Quadrangle, the project site is within a liquefaction hazard zone.<sup>11</sup> However, compliance with the CBC and the LAMC would ensure that risks associated with liquefaction or seismic-related ground failure is minimized to the maximum extent possible. Additionally, the proposed project does not include the construction of any occupiable structures. Therefore, impacts would be less than significant, and no further analysis is warranted.

**a.iv) Less-Than-Significant Impact.** The project site is located at the base of the Ascot Hills on a stepped up section of El Sereno Recreation Center and Park. According to the DOC’s Seismic Hazard Zones Map for the Los Angeles Quadrangle, the project site is not located within a landslide hazard zone.<sup>12</sup> As such, the proposed project would not expose people or structures to potential substantial adverse effects resulting from landslides. Therefore, impacts would be less than significant, and no further analysis is warranted.

**b) Less-Than-Significant Impact.** The proposed project would not result in substantial soil erosion or the loss of topsoil. The project site is currently developed with a Clubhouse, a paved area, and contains limited areas of exposed soils. During construction, soils at the project site would be exposed temporarily; however, implementation of standard erosion control measures would minimize soil

<sup>9</sup>California Department of Conservation. *Special Studies Zones, Los Angeles Quadrangle*. available: [http://gmw.consrv.ca.gov/shmp/download/quad/LOS\\_ANGELES/maps/LOSANGELES.PDF](http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/LOSANGELES.PDF), accessed March 26, 2014.

<sup>10</sup>City of Los Angeles, *General Plan Safety Element, Critical Facilities and Lifeline Systems, Exhibit A*, November 1996.

<sup>11</sup>California Department of Conservation, Division of Mines and Geology. *Seismic Hazards Zones Map, Los Angeles Quadrangle*. March 25, 1999. Available: [http://gmw.consrv.ca.gov/shmp/download/pdf/ozn\\_la.pdf](http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_la.pdf), accessed March 26, 2014

<sup>12</sup>*Ibid.*

erosion and loss of topsoil. Following construction, no exposed soils would be present at the project site. The project site would be covered with vegetation and paved surfaces, preventing soil erosion or loss of topsoil. Therefore, impacts would be less than significant, and no further analysis is warranted.

- c) **Less-Than-Significant Impact.** The proposed project would not be located on unstable soils or geologic units. Construction of the proposed project would not increase the potential for on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. As describe above, the project site is not located in a landslide hazard zone. Although the project site is located in a liquefaction hazard zone, compliance with the CBC and LAMC would ensure that risks associated with liquefaction are minimized to the maximum extent possible. As part of the proposed project, existing structures would be demolished and cleared. The project site would then be graded and compacted prior to construction of the new recreational facilities. The proposed project would implement standard construction practices that would ensure that the integrity of the project site is maintained. Additionally, the proposed project does not include the construction of any occupiable structures. Therefore, impacts would be less than significant, and no further analysis is warranted.
- d) **Less-Than-Significant Impact.** The proposed project would not create a substantial risk to life or property due to the presence of expansive soils. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. While the project site may be underlain by expansive soils, the proposed project does not include the construction of any occupiable structures. Additionally, compliance with the CBC and the LAMC would ensure that risks associated with expansive soils are minimized to the maximum extent possible. As such, the proposed project would not present a risk to life or property in the event of soil expansion. Therefore, impacts would be less than significant, and no further analysis is warranted.
- e) **No Impact.** The proposed project does not include restrooms or other uses that would connect to the wastewater system or septic tanks. Therefore, no impacts would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**3.7 GREENHOUSE GAS EMISSIONS** - Would the project:

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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** The SCAQMD has not approved a greenhouse gas (GHG) significance threshold for the development of non-SCAQMD and non-industrial projects. The significance threshold is based on the methodologies recommended by the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change white paper.<sup>13</sup> A significance threshold of 10,000 metric tons per year, which is the standard used by the Market Advisory Committee for inclusion in a GHG Cap and Trade System in California, was used based on an assessment of the CAPCOA document.

GHG emissions were estimated for equipment exhaust, truck trips, and worker commute trips. The SCAQMD has developed guidance for the determination of the significance of GHG construction emissions, and recommends emissions for construction to be amortized over 30 years. The proposed

<sup>13</sup>California Air Pollution Control Officers Association. *CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008. Available: <http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf>, accessed March 27, 2014.

project would generate approximately 1.22 metric tons per year of GHG emissions, which would be less than the 10,000 metric tons of CO<sub>2</sub>e per year quantitative significance threshold. Therefore, impacts would be less than significant, and no further analysis is warranted.

- b) **No Impact.** As discussed above, the proposed project would not generate significant GHG emissions. The proposed project would not generate emissions during operational activity except negligible emissions from maintenance of the park, including periodic landscaping activity. The proposed park is intended to serve existing park users and would not generate new vehicle trips. The proposed project would not conflict with any State or local climate change policy or regulation adopted for the purpose of reducing emissions of GHGs. Therefore, no impact would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.8 HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

- a) **No Impact.** The proposed project consists of the construction and operation of new recreational facilities within an existing park. Operation of the proposed park would not generate, use, store or transport hazardous materials. Accordingly, the proposed project would not include the routine transport, use or disposal of hazardous materials. Therefore, no impact would occur and no further analysis is warranted.

- b-d) **Less-Than-Significant Impact.** The proposed project consists of the construction and operation of new recreational facilities within an existing park. The project site has been developed with a Clubhouse since 1949. The Clubhouse would be demolished as part of the proposed project. During the construction of the proposed project, hazardous materials including oils, grease, solvents, and other finishing materials would be used. However, mandatory compliance with federal, State, and local regulations, enforced by the Los Angeles Fire Department (LAFD) would minimize the likelihood of

hazardous materials release and reduce the effects of potential hazardous materials spills. No hazardous materials or contamination is known to occur on the project site, and the project site and the surrounding area are not included on a list of hazardous materials sites.<sup>14</sup> In preparation of demolition of the Clubhouse asbestos and lead abatement work was performed in November 2013. Operation of the proposed recreational facilities would not generate, use, or store hazardous materials nor would it emit hazardous emissions or handle acutely hazardous materials, substances or waste. Accordingly, the proposed project would not create a significant hazard to the public. Therefore, no impact would occur, and no further analysis is warranted.

- e,f) **No Impact.** The proposed project is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, no impacts would occur, and no further analysis is warranted.
- g) **No Impact.** The proposed project would not impair or physically interfere with any adopted emergency response plans or evacuation plan. The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with LAFD requirements. Therefore, no impact would occur, and no further analysis is warranted.
- h) **No Impact.** The project site is located in an urbanized area within the existing El Sereno Recreation Center and Park. No wildlands exists in the immediately surrounding area. The project site is not located in Wildfire Hazard Area.<sup>15</sup> Accordingly, the proposed project would not expose persons or structures to risks associated with wildland fires. Therefore, no impacts would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.9 HYDROLOGY AND WATER QUALITY - Would the project:</b>				
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 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 land 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 off-site?	<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 off site?	<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 stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>14</sup>California Department of Toxic Substances and Control. *Envirostor Database*, 2741 Klamath Street, Los Angeles, California 90032. Available: [http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global\\_id=&x=119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=4721%20klamath%20street,%20los%20angeles%20ca&zip=&county=&federal\\_superfund=true&state\\_response=true&voluntary\\_cleanup=true&school\\_cleanup=true&ca\\_site=true&tiered\\_permit=true&evaluation=true&military\\_evaluation=true&school\\_investigation=true&operating=true&post\\_closure=true&non\\_operating=true](http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=4721%20klamath%20street,%20los%20angeles%20ca&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true). Accessed: March 27, 2014.

<sup>15</sup>City of Los Angeles, *General Plan Safety Element, Critical Facilities and Lifeline Systems, Exhibit D*, November 1996.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** The proposed project would not violate any water quality standards or waste discharge requirements and would be subject to the City’s Stormwater and Urban Runoff Pollution Control Ordinance. The Stormwater and Urban Runoff Pollution Control Ordinance contains requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City’s landscape ordinance and other related requirements in the City’s Development Best Management Practices Handbook. Conformance to the City’s Stormwater and Urban Runoff Pollution Control Ordinance would be ensured during the City’s building plan review and approval process. Because the project site is less than one acre in size, the proposed project is not subject to the Standard Urban Stormwater Mitigation Plan and the National Pollution Discharge Elimination System requirements. As the proposed project does not include restrooms, the proposed project would not generate wastewater, and therefore does not have the potential to violate waste discharge requirements. Therefore, impacts would be less than significant, and no further analysis is warranted.
- b) **Less-Than-Significant Impact.** Water is supplied to the project site by the Los Angeles Department of Water and Power (LADWP). Water usage associated with the proposed project would be limited to irrigation of vegetation and drinking fountains, similar to existing conditions. Demand for water created by the proposed project would be negligible relative to existing conditions at the project site and in comparison to the City’s total water consumption. Accordingly, the proposed project would not contribute to the depletion of groundwater supply. The project site is not large enough to affect groundwater recharge. Therefore, impacts would be less than significant, and no further analysis is warranted.
- c) **Less-Than-Significant Impact.** The proposed project would not substantially alter the existing drainage pattern of the project site. No streams, rivers, or other water courses are located on the project site. Currently, the majority of the project site is covered in impermeable surface. Runoff leaving the project site enters the City’s storm drain system via sheet flow. With implementation of the proposed project, permeable surfaces at the project site would be increased due to the inclusion of the pathway/jogging path area. This would reduce the amount of runoff leaving the project site and entering the City’s storm drain system. Stormwater runoff leaving the City would continue to be directed to the City’s storm drain system via sheetflow. The project site would not contain any unvegetated or exposed surfaces. Therefore, impacts would be less than significant, and no further analysis is warranted.
- d) **Less-Than-Significant Impact.** The project site is located in a developed area and is not adjacent to a stream or river. As discussed above under Section 3.9(c), the amount of runoff leaving the project site would be reduced under the proposed project through the increase in permeable surfaces. Runoff leaving the project site would continue to enter the City’s storm drain system via sheet flow. Accordingly, the alteration of the existing drainage pattern of the project would not result in flooding on- or off-site. Therefore, impacts would be less than significant, and no further analysis is warranted.

- e) **Less-Than-Significant Impact.** As discussed above under Section 3.9(c), the amount of runoff leaving the project site would be reduced under the proposed project through the increase in permeable surfaces. Accordingly, the capacity of the existing storm drain system would not be exceeded as a result of the proposed project. As the proposed project is recreational in nature, the proposed project would not be a source of polluted runoff. Therefore, impacts would be less than significant, and no further analysis is warranted.
- f) **Less-Than-Significant Impact.** In consideration of the nature and size of the project, the proposed project does not have the capacity to degrade water quality. As discussed above under Section 3.9(c) and Section 3.9(e), the proposed project would reduce the amount of runoff entering the City’s storm drain system and would not be a source of polluted runoff. Therefore, impacts would be less than significant, and no further analysis is warranted.
- g,h) **No Impact.** According to the City’s General Plan Safety Element, the project site is not located within a 100-year or 500-year flood plain.<sup>16</sup> Therefore, the proposed project would result in no impacts related to flood zones, and no further analysis is warranted.
- i,j) **No Impact.** There are no dams, levees, or landlocked bodies of water located within the vicinity of the project site. According to the City’s General Plan Safety Element, the project site is not located within an Inundation or Tsunami Hazard Area.<sup>17</sup> Therefore, no impacts would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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3.10 LAND USE AND PLANNING - Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with 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, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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"/> |
- a) **No Impact.** The project site is currently developed with a Clubhouse, concession stand, and a paved area within the El Sereno Recreation Center and Park. The proposed project includes the demolition of the Clubhouse and concession stand, and the construction and installation of new recreational facilities. The proposed project does not include any components that could result in the physical division of an established community. Therefore, no impact would occur, and no further analysis is warranted.
  - b) **Less-Than-Significant Impact.** The proposed project would not conflict with an applicable land use plan, policy or regulation. The project site is zoned and has a General Plan land use designation of OS. This zone and land use designation allows for parks, playgrounds, or community centers owned and operated by the government. The proposed project would be required to comply with all applicable land use plans, policies, and regulations. Therefore, impacts would be less than significant, and no further analysis is warranted.
  - c) **No Impact.** No habitat conservation plan or natural community conservation plan are applicable to the project site. Therefore, no impact would occur, and no further analysis is warranted.

<sup>16</sup>City of Los Angeles, *General Plan Safety Element, Critical Facilities and Lifeline Systems, Exhibit F*, November 1996.

<sup>17</sup>*Ibid.*

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.11 MINERAL RESOURCES</b> - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**a-b) No Impact.** The proposed project would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site. The proposed project is currently developed with a Clubhouse and a paved area within the El Sereno Recreation Center and Park. No oil extraction activities or other mineral resource recovery sites currently exist within or adjacent to the project site. Additionally, according to the City’s General Plan Conservation Element, the project site is not located in a mineral resource zone. The project site has a General Plan land use designation of OS and is not delineated as a mineral resource recovery site. Therefore, no impacts would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.12 NOISE</b> - Would the project:				
a) Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a,d) Potentially Significant Impact.** The proposed project involves the demolition of the Clubhouse and concession stand, and the construction and installation of new recreational facilities within the existing El Sereno Recreation Center and Park. The project site is located in a residential neighborhood and near Farmdale Elementary School and El Sereno Middle School. Noise levels associated with operation of the proposed project would be consistent with the existing park in which the project site is located and would not result in a significant impact. However, residences and schools are sensitive to increased noise levels and may be impacted by construction activity. This potentially significant impact, and any applicable mitigation measures to reduce this impact, will be further analyzed in the EIR.

- b) **Potentially Significant Impact.** The proposed project would not include an operational source of vibration. However, construction equipment and trucks could expose adjacent residences to excessive vibration levels that exceed the applicable significance thresholds. This potentially significant impact, and any applicable mitigation measures to reduce this impact, will be further analyzed in the EIR.
- c) **No Impact.** The proposed project would replace the existing Clubhouse, concession stand, and a paved area with new recreational facilities. Noise levels associated with operation of new recreational facilities would be consistent with the existing park in which the project site is located. Accordingly, the proposed project would not result in a significant permanent increase in existing noise levels. Therefore, no impact would occur, and no further analysis is warranted.
- e) **No Impact.** The proposed project is not located within two miles of a public airport or public use airport. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur, and no further analysis is warranted.
- f) **No Impact.** The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur, and no further analysis is warranted.

**3.13 POPULATION AND HOUSING** - Would the project:

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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"/>

- a) **No Impact.** The proposed project involves the demolition of the Clubhouse and concession stand, and construction and installation of new recreational facilities area within an existing park. The proposed project would not develop residential uses or include any components that would induce population growth. Therefore, no impacts would occur, and no further analysis is warranted.
- b-c) **No Impact.** The project site does not contain any housing. As such, the displacement of housing or people would not occur as a result of the proposed project. Therefore, no impacts would occur, and no further analysis is warranted.

**3.14 PUBLIC SERVICES** - Would the project:

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a.i) **No Impact.** The proposed project would not impair fire protection service levels. The proposed project consists of the construction and operation of new recreational facilities within an existing park. The proposed project would be constructed in accordance with all applicable fire codes, reducing the likelihood that fire protection services would be required at the project site. Conformance with these codes would be verified prior to final project approval. Therefore, no impacts would occur, and no further analysis is warranted.
- a.ii) **No Impact.** The proposed project would not impair police protection service levels. The proposed project consists of the construction and operation of new recreational facilities within an existing park. Accordingly, increased demand for police protection services is not anticipated as a result of the proposed project. Therefore, no impacts would occur, and no further analysis is warranted.
- a.iii) **No Impact.** The proposed project would have no effect on the service levels of schools. The proposed project does not include a housing component and would therefore not generate new students. Therefore, no impacts would occur, and no further analysis is warranted.
- a.iv) **No Impact.** The proposed project would have a positive effect on the existing El Sereno Recreation Center and Park. The proposed project is the construction and operation of new recreational facilities within an existing park. Therefore, no impacts would occur, and no further analysis is warranted.
- a.v) **No Impact.** The proposed project would have no effect on libraries, senior centers, or other public facilities. The proposed project does not include a housing component, and would therefore not generate users of such facilities. Therefore, no impacts would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.15 RECREATION- Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<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"/>

- a) **Less-Than-Significant Impact.** The proposed project is intended to serve existing users of the El Sereno Recreation Center and Park. Accordingly, the proposed project would not result in the substantial physical deterioration of the park; rather it would alleviate demand for other recreational facilities within the park, slowing deterioration. Therefore, impacts would be less than significant, and no further analysis is warranted.
- b) **Less-Than-Significant Impact.** As discussed above, the proposed project would not develop residential uses or include any components that would induce population growth, and therefore, would not necessitate the need for additional or expanded recreational facilities. However, the proposed project is the construction of a recreational facility. As disclosed in this Initial Study, all impacts of the proposed project have been found to be less than significant or to not occur at all, with the exception of

impacts related to historical resources and construction noise, which have the potential to be significant. These potentially significant impacts will be further analyzed in the EIR.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.16 TRANSPORTATION/TRAFFIC-</b> Would the project:				
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 standards 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**a,b) Less-Than-Significant Impact.** The proposed project is intended to serve existing users of the El Sereno Recreation Center and Park. Construction activities would be temporary and would not generate a substantial number of vehicle trips. No street closures would be required. As it is anticipated that the proposed project would not generate new park users, the number of vehicle trips generated by the proposed project would be negligible and would not have a notable affect on existing traffic volumes. Accordingly, the proposed project would not conflict with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system, or the Los Angeles County Metropolitan Transportation Authority’s congestion management plan. Therefore, impacts would be less than significant, and no further analysis is warranted.

**c) No Impact.** The proposed project does not include an aviation component or include features or high-rise structure that would interfere with air traffic patterns. Therefore, no impact would occur, and no further analysis is warranted.

**d) No Impact.** The proposed project does not include any components that would increase hazards. The proposed project would be contained entirely within the project site. Adjacent roadways would not be altered as a result of the proposed project. Vehicles would not be permitted on the project site. Therefore, no impact would occur, and no further analysis is warranted.

**e) No Impact.** The proposed project would not result in inadequate emergency access and would not alter existing emergency access to the project site or El Sereno Recreation Center and Park. The proposed project would incorporate all required LAFD design standards into the design of proposed project, ensuring that adequate emergency access is provided. Existing circulation patterns in the surrounding area would not be affected by the proposed project. Construction activities would be

temporary and contained on-site. Street or lane closures would not be required. Therefore, no impact would occur, and no further analysis is warranted.

- f) **No Impact.** The proposed project would not conflict with policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities. The proposed project is intended to serve existing park users. Therefore, no impact would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.17 UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resource, 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a,b) **No Impact.** The proposed project would not include restroom facilities or other uses that would generate wastewater. Therefore, no impacts would occur, and no further analysis is warranted.

- c) **No Impact.** Currently, the majority of the project site is covered in impermeable surface. With implementation of the proposed project, the amount of permeable surfaces on the project site would be increased due to the inclusion of the proposed pathway/jogging path. This would reduce the amount of runoff leaving the project site and entering the City's storm drain system. Accordingly, no new drainage infrastructure would be required to serve the proposed project. Therefore, no impacts would occur, and no further analysis is warranted.

- d) **Less-Than-Significant Impact.** Water is supplied to the project site by the LADWP. Water usage associated with the proposed project would be limited to irrigation of vegetation and drinking fountains. Demand for water created by the proposed project would be negligible relative to existing conditions at the project site and in comparison to the City's total water consumption. Accordingly, the proposed project would not require new or expanded water entitlements or resources. Therefore, impacts would be less-than-significant, and no further analysis is warranted.

- e) **No Impact.** As discussed under Sections 3.17(a) and (b), the proposed project would not generate wastewater. Therefore, no impacts would occur, and no further analysis is warranted.

- f) **Less-Than-Significant Impact.** The project site is currently developed with a Clubhouse, concession stand, and a paved area. Presently, no solid waste is generated at the project site as these structures are closed to the public. Construction and demolition debris would be hauled to a construction and

demolition waste processing facility as required by the City’s Construction and Demolition Waste Recycling Ordinance. Operation of the proposed project would not increase the amount of solid waste generated by the existing El Sereno Recreation Center and Park, as it is anticipated that the proposed project would serve existing park users and not generate additional users. Additionally, given the size of the project site, operation of the proposed park would generate a negligible amount of solid waste. Therefore, impacts would be less-than-significant, and no further analysis is warranted.

- g) No Impact.** The proposed project would comply with all federal, State and local statutes and regulations related to solid waste. These statutes and regulations include the State’s Integrated Waste Management Act which requires jurisdictions to maintain a solid waste diversion rate of 50 percent, and the City’s Solid Waste Management Policy Plan which established a solid diversion rate of 70 percent for the City by 2020. The proposed project would also comply with the City’s Construction and Demolition Waste Recycling Ordinance which requires all construction and demolition waste to be taken to City certified construction and demolition waste processors. Therefore, no impact would occur, and no further analysis is warranted.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.18 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Potentially Significant Impact.** As discussed under Section 3.4 (Biological Resources), the proposed project would result in no impacts related to biological resources, including habitat and species. However, as discussed under Section 3.5 (Cultural Resources), the proposed project would result in the demolition of the Clubhouse, which was found to be eligible for designation as a HCM, and therefore is considered a historical resource for purposes of CEQA.<sup>18</sup> Accordingly, the proposed project has the potential to eliminate an example of California History, and impacts to historic resources will be further analyzed in the EIR.

- b) Potentially Significant Impact.** The proposed project consists of the construction of new recreational facilities within the existing El Sereno Recreation Center and Park, intended to serve existing park users. This Initial Study concluded that impacts related to topic areas other than Historic Resources and Construction Noise would not be significant. For this reason, impacts related to topics not listed, would not be cumulatively considerable, as the proposed project would not make a contribution to any cumulative impacts. Additionally, taken in sum with other projects in the area, the scale of the proposed project is so small that impacts to any environmental resource or issue areas would not be cumulatively

<sup>18</sup>SWCA Environmental Consultants. *Historic Structures Evaluation Report for the El Sereno Recreation Center Clubhouse, City and County of Los Angeles, California*. December 2013.

considerable. Impacts related to historic resources and construction noise has the potential to be cumulatively considerable and will be further analyzed in the EIR.

- c) **No Impact.** The proposed project would replace the Clubhouse with new recreational facilities within the El Sereno Recreation Center and Park. The new recreational facilities are intended to serve existing park users. Operation of the proposed project would not consist of any uses or activities that would negatively affect any persons at the park or in the vicinity. Demolition of existing structures on the project site and construction of the project would potentially create noise and vibration levels in excess of applicable significant thresholds. However, these potentially significant impacts would be temporary and would not have a substantial adverse effect on human beings. All other issue areas with the potential to cause a substantial adverse effect on human beings have been analyzed in accordance with CEQA, and have been found to pose either no impact or a less-than-significant impact. Therefore, no further analysis is warranted.

## 4.0 PERSONS AND SOURCES CONSULTED

This chapter documents all the sources that contributed in the preparation of this Initial Study.

### 4.1 LEAD AGENCY

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City of Los Angeles  
Department of Recreation and Parks  
221 North Figueroa Street, Suite 100  
Los Angeles, CA 90012  
Contact: Paul Davis, Project Manager

### 4.2 INITIAL STUDY PREPARERS

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Terry A. Hayes Associates Inc.  
8522 National Boulevard, Suite 102  
Culver City, CA 90232  
Contact: Kevin Ferrier, Planner

### 4.3 TECHNICAL CONSULTANTS

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SWCA Environmental Consultants  
150 S. Arroyo Parkway, 2<sup>nd</sup> Floor  
Pasadena, CA 91105  
Contact: Shannon Carmack, Architectural History Team Lead

### 4.4 SOURCES CONSULTED

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# **APPENDIX A**

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## **Air Quality Calculations**

**El Serreno Club house**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.32	Acre	0.32	13,939.20	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2015
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - 1

Grading -

Demolition - 1

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	5.00	26.00
tblConstructionPhase	NumDays	1.00	29.00
tblConstructionPhase	PhaseStartDate	7/25/2015	7/27/2015
tblGrading	AcresOfGrading	14.50	0.50
tblProjectCharacteristics	OperationalYear	2014	2015

## 2.0 Emissions Summary

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### 2.1 Overall Construction

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.0461	0.4286	0.2803	4.0000e-004	6.2800e-003	0.0271	0.0334	1.4100e-003	0.0251	0.0265	0.0000	36.4579	36.4579	8.8300e-003	0.0000	36.6435
<b>Total</b>	<b>0.0461</b>	<b>0.4286</b>	<b>0.2803</b>	<b>4.0000e-004</b>	<b>6.2800e-003</b>	<b>0.0271</b>	<b>0.0334</b>	<b>1.4100e-003</b>	<b>0.0251</b>	<b>0.0265</b>	<b>0.0000</b>	<b>36.4579</b>	<b>36.4579</b>	<b>8.8300e-003</b>	<b>0.0000</b>	<b>36.6435</b>



## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0665	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	3.7000e-004	1.0700e-003	4.1800e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.6839	0.6839	3.0000e-005	0.0000	0.6846
Waste						0.0000	0.0000		0.0000	0.0000	6.0900e-003	0.0000	6.0900e-003	3.6000e-004	0.0000	0.0137
Water						0.0000	0.0000		0.0000	0.0000	0.0000	1.2122	1.2122	6.0000e-005	1.0000e-005	1.2169
<b>Total</b>	<b>0.0669</b>	<b>1.0700e-003</b>	<b>4.1800e-003</b>	<b>1.0000e-005</b>	<b>5.5000e-004</b>	<b>1.0000e-005</b>	<b>5.7000e-004</b>	<b>1.5000e-004</b>	<b>1.0000e-005</b>	<b>1.6000e-004</b>	<b>6.0900e-003</b>	<b>1.8961</b>	<b>1.9022</b>	<b>4.5000e-004</b>	<b>1.0000e-005</b>	<b>1.9152</b>



### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2015	6/15/2015	5	11	
2	Site Preparation	Site Preparation	6/16/2015	7/24/2015	5	29	
3	Paving	Paving	7/27/2015	8/31/2015	5	26	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	18.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

### 3.2 Demolition - 2015

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8900e-003	0.0000	1.8900e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7700e-003	0.0657	0.0485	7.0000e-005		4.8100e-003	4.8100e-003		4.6000e-003	4.6000e-003	0.0000	5.9906	5.9906	1.2200e-003	0.0000	6.0163
<b>Total</b>	<b>7.7700e-003</b>	<b>0.0657</b>	<b>0.0485</b>	<b>7.0000e-005</b>	<b>1.8900e-003</b>	<b>4.8100e-003</b>	<b>6.7000e-003</b>	<b>2.9000e-004</b>	<b>4.6000e-003</b>	<b>4.8900e-003</b>	<b>0.0000</b>	<b>5.9906</b>	<b>5.9906</b>	<b>1.2200e-003</b>	<b>0.0000</b>	<b>6.0163</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9000e-004	3.0100e-003	2.1700e-003	1.0000e-005	1.5000e-004	5.0000e-005	2.0000e-004	4.0000e-005	4.0000e-005	9.0000e-005	0.0000	0.6208	0.6208	1.0000e-005	0.0000	0.6209
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	3.9000e-004	4.0400e-003	1.0000e-005	6.0000e-004	1.0000e-005	6.1000e-004	1.6000e-004	1.0000e-005	1.7000e-004	0.0000	0.6084	0.6084	4.0000e-005	0.0000	0.6092
<b>Total</b>	<b>4.6000e-004</b>	<b>3.4000e-003</b>	<b>6.2100e-003</b>	<b>2.0000e-005</b>	<b>7.5000e-004</b>	<b>6.0000e-005</b>	<b>8.1000e-004</b>	<b>2.0000e-004</b>	<b>5.0000e-005</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>1.2292</b>	<b>1.2292</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.2301</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.4000e-004	0.0000	7.4000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7700e-003	0.0657	0.0485	7.0000e-005		4.8100e-003	4.8100e-003		4.6000e-003	4.6000e-003	0.0000	5.9906	5.9906	1.2200e-003	0.0000	6.0163
<b>Total</b>	<b>7.7700e-003</b>	<b>0.0657</b>	<b>0.0485</b>	<b>7.0000e-005</b>	<b>7.4000e-004</b>	<b>4.8100e-003</b>	<b>5.5500e-003</b>	<b>1.1000e-004</b>	<b>4.6000e-003</b>	<b>4.7100e-003</b>	<b>0.0000</b>	<b>5.9906</b>	<b>5.9906</b>	<b>1.2200e-003</b>	<b>0.0000</b>	<b>6.0163</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9000e-004	3.0100e-003	2.1700e-003	1.0000e-005	1.5000e-004	5.0000e-005	2.0000e-004	4.0000e-005	4.0000e-005	9.0000e-005	0.0000	0.6208	0.6208	1.0000e-005	0.0000	0.6209
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	3.9000e-004	4.0400e-003	1.0000e-005	6.0000e-004	1.0000e-005	6.1000e-004	1.6000e-004	1.0000e-005	1.7000e-004	0.0000	0.6084	0.6084	4.0000e-005	0.0000	0.6092
<b>Total</b>	<b>4.6000e-004</b>	<b>3.4000e-003</b>	<b>6.2100e-003</b>	<b>2.0000e-005</b>	<b>7.5000e-004</b>	<b>6.0000e-005</b>	<b>8.1000e-004</b>	<b>2.0000e-004</b>	<b>5.0000e-005</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>1.2292</b>	<b>1.2292</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.2301</b>

**3.3 Site Preparation - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0206	0.2074	0.1074	1.4000e-004		0.0128	0.0128		0.0117	0.0117	0.0000	12.9510	12.9510	3.8700e-003	0.0000	13.0322
<b>Total</b>	<b>0.0206</b>	<b>0.2074</b>	<b>0.1074</b>	<b>1.4000e-004</b>	<b>2.7000e-004</b>	<b>0.0128</b>	<b>0.0130</b>	<b>3.0000e-005</b>	<b>0.0117</b>	<b>0.0118</b>	<b>0.0000</b>	<b>12.9510</b>	<b>12.9510</b>	<b>3.8700e-003</b>	<b>0.0000</b>	<b>13.0322</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.1000e-004	5.3300e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.8020	0.8020	5.0000e-005	0.0000	0.8030
<b>Total</b>	<b>3.5000e-004</b>	<b>5.1000e-004</b>	<b>5.3300e-003</b>	<b>1.0000e-005</b>	<b>7.9000e-004</b>	<b>1.0000e-005</b>	<b>8.0000e-004</b>	<b>2.1000e-004</b>	<b>1.0000e-005</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.8020</b>	<b>0.8020</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.8030</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0206	0.2074	0.1074	1.4000e-004		0.0128	0.0128		0.0117	0.0117	0.0000	12.9510	12.9510	3.8700e-003	0.0000	13.0322
<b>Total</b>	<b>0.0206</b>	<b>0.2074</b>	<b>0.1074</b>	<b>1.4000e-004</b>	<b>1.0000e-004</b>	<b>0.0128</b>	<b>0.0129</b>	<b>1.0000e-005</b>	<b>0.0117</b>	<b>0.0118</b>	<b>0.0000</b>	<b>12.9510</b>	<b>12.9510</b>	<b>3.8700e-003</b>	<b>0.0000</b>	<b>13.0322</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.1000e-004	5.3300e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.8020	0.8020	5.0000e-005	0.0000	0.8030
<b>Total</b>	<b>3.5000e-004</b>	<b>5.1000e-004</b>	<b>5.3300e-003</b>	<b>1.0000e-005</b>	<b>7.9000e-004</b>	<b>1.0000e-005</b>	<b>8.0000e-004</b>	<b>2.1000e-004</b>	<b>1.0000e-005</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.8020</b>	<b>0.8020</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.8030</b>

**3.4 Paving - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0157	0.1501	0.0957	1.4000e-004		9.4200e-003	9.4200e-003		8.7100e-003	8.7100e-003	0.0000	12.8966	12.8966	3.5000e-003	0.0000	12.9701
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0157</b>	<b>0.1501</b>	<b>0.0957</b>	<b>1.4000e-004</b>		<b>9.4200e-003</b>	<b>9.4200e-003</b>		<b>8.7100e-003</b>	<b>8.7100e-003</b>	<b>0.0000</b>	<b>12.8966</b>	<b>12.8966</b>	<b>3.5000e-003</b>	<b>0.0000</b>	<b>12.9701</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	1.6500e-003	0.0172	3.0000e-005	2.5600e-003	3.0000e-005	2.5900e-003	6.8000e-004	2.0000e-005	7.0000e-004	0.0000	2.5885	2.5885	1.5000e-004	0.0000	2.5918
<b>Total</b>	<b>1.1300e-003</b>	<b>1.6500e-003</b>	<b>0.0172</b>	<b>3.0000e-005</b>	<b>2.5600e-003</b>	<b>3.0000e-005</b>	<b>2.5900e-003</b>	<b>6.8000e-004</b>	<b>2.0000e-005</b>	<b>7.0000e-004</b>	<b>0.0000</b>	<b>2.5885</b>	<b>2.5885</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>2.5918</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0157	0.1501	0.0957	1.4000e-004		9.4200e-003	9.4200e-003		8.7100e-003	8.7100e-003	0.0000	12.8966	12.8966	3.5000e-003	0.0000	12.9701
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0157</b>	<b>0.1501</b>	<b>0.0957</b>	<b>1.4000e-004</b>		<b>9.4200e-003</b>	<b>9.4200e-003</b>		<b>8.7100e-003</b>	<b>8.7100e-003</b>	<b>0.0000</b>	<b>12.8966</b>	<b>12.8966</b>	<b>3.5000e-003</b>	<b>0.0000</b>	<b>12.9701</b>

## Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e-003	1.6500e-003	0.0172	3.0000e-005	2.5600e-003	3.0000e-005	2.5900e-003	6.8000e-004	2.0000e-005	7.0000e-004	0.0000	2.5885	2.5885	1.5000e-004	0.0000	2.5918
<b>Total</b>	<b>1.1300e-003</b>	<b>1.6500e-003</b>	<b>0.0172</b>	<b>3.0000e-005</b>	<b>2.5600e-003</b>	<b>3.0000e-005</b>	<b>2.5900e-003</b>	<b>6.8000e-004</b>	<b>2.0000e-005</b>	<b>7.0000e-004</b>	<b>0.0000</b>	<b>2.5885</b>	<b>2.5885</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>2.5918</b>

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.7000e-004	1.0700e-003	4.1800e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.6839	0.6839	3.0000e-005	0.0000	0.6846
Unmitigated	3.7000e-004	1.0700e-003	4.1800e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.7000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.6839	0.6839	3.0000e-005	0.0000	0.6846





### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0665	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	0.0665	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005

### 6.2 Area by SubCategory

#### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0162					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0504					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
<b>Total</b>	<b>0.0665</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0162					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0504					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
<b>Total</b>	<b>0.0665</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.2122	6.0000e-005	1.0000e-005	1.2169
Unmitigated	1.2122	6.0000e-005	1.0000e-005	1.2169

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.381274	1.2122	6.0000e-005	1.0000e-005	1.2169
<b>Total</b>		<b>1.2122</b>	<b>6.0000e-005</b>	<b>1.0000e-005</b>	<b>1.2169</b>

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.381274	1.2122	6.0000e-005	1.0000e-005	1.2169
<b>Total</b>		<b>1.2122</b>	<b>6.0000e-005</b>	<b>1.0000e-005</b>	<b>1.2169</b>

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

#### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.0900e-003	3.6000e-004	0.0000	0.0137
Unmitigated	6.0900e-003	3.6000e-004	0.0000	0.0137

## 8.2 Waste by Land Use

### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0137
<b>Total</b>		<b>6.0900e-003</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>0.0137</b>

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0137
<b>Total</b>		<b>6.0900e-003</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>0.0137</b>

## 9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Vegetation

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**El Serreno Club house**  
**Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.32	Acre	0.32	13,939.20	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2015
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	630.89	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use -

Construction Phase - 1

Grading -

Demolition - 1

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	5.00	26.00
tblConstructionPhase	NumDays	1.00	29.00
tblConstructionPhase	PhaseStartDate	7/25/2015	7/27/2015
tblGrading	AcresOfGrading	14.50	0.50
tblProjectCharacteristics	OperationalYear	2014	2015





### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2015	6/15/2015	5	11	
2	Site Preparation	Site Preparation	6/16/2015	7/24/2015	5	29	
3	Paving	Paving	7/27/2015	8/31/2015	5	26	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	18.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

### 3.2 Demolition - 2015

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3445	0.0000	0.3445	0.0522	0.0000	0.0522			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359		1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.3445</b>	<b>0.8748</b>	<b>1.2193</b>	<b>0.0522</b>	<b>0.8359</b>	<b>0.8880</b>		<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0328	0.5192	0.3540	1.2200e-003	0.0285	8.5600e-003	0.0371	7.8000e-003	7.8700e-003	0.0157		124.5423	124.5423	1.0100e-003		124.5635
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0620	0.7646	1.4500e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		127.1422	127.1422	7.2600e-003		127.2945
<b>Total</b>	<b>0.0821</b>	<b>0.5812</b>	<b>1.1186</b>	<b>2.6700e-003</b>	<b>0.1403</b>	<b>9.6800e-003</b>	<b>0.1499</b>	<b>0.0374</b>	<b>8.8900e-003</b>	<b>0.0463</b>		<b>251.6844</b>	<b>251.6844</b>	<b>8.2700e-003</b>		<b>251.8581</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1344	0.0000	0.1344	0.0203	0.0000	0.0203			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359	0.0000	1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.1344</b>	<b>0.8748</b>	<b>1.0092</b>	<b>0.0203</b>	<b>0.8359</b>	<b>0.8562</b>	<b>0.0000</b>	<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0328	0.5192	0.3540	1.2200e-003	0.0285	8.5600e-003	0.0371	7.8000e-003	7.8700e-003	0.0157		124.5423	124.5423	1.0100e-003		124.5635
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0620	0.7646	1.4500e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		127.1422	127.1422	7.2600e-003		127.2945
<b>Total</b>	<b>0.0821</b>	<b>0.5812</b>	<b>1.1186</b>	<b>2.6700e-003</b>	<b>0.1403</b>	<b>9.6800e-003</b>	<b>0.1499</b>	<b>0.0374</b>	<b>8.8900e-003</b>	<b>0.0463</b>		<b>251.6844</b>	<b>251.6844</b>	<b>8.2700e-003</b>		<b>251.8581</b>

**3.3 Site Preparation - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0183	0.0000	0.0183	1.9700e-003	0.0000	1.9700e-003			0.0000			0.0000
Off-Road	1.4222	14.2999	7.4063	9.3600e-003		0.8797	0.8797		0.8093	0.8093		984.5542	984.5542	0.2939		990.7267
<b>Total</b>	<b>1.4222</b>	<b>14.2999</b>	<b>7.4063</b>	<b>9.3600e-003</b>	<b>0.0183</b>	<b>0.8797</b>	<b>0.8980</b>	<b>1.9700e-003</b>	<b>0.8093</b>	<b>0.8113</b>		<b>984.5542</b>	<b>984.5542</b>	<b>0.2939</b>		<b>990.7267</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0247	0.0310	0.3823	7.3000e-004	0.0559	5.6000e-004	0.0565	0.0148	5.1000e-004	0.0153		63.5711	63.5711	3.6300e-003		63.6473
<b>Total</b>	<b>0.0247</b>	<b>0.0310</b>	<b>0.3823</b>	<b>7.3000e-004</b>	<b>0.0559</b>	<b>5.6000e-004</b>	<b>0.0565</b>	<b>0.0148</b>	<b>5.1000e-004</b>	<b>0.0153</b>		<b>63.5711</b>	<b>63.5711</b>	<b>3.6300e-003</b>		<b>63.6473</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1300e-003	0.0000	7.1300e-003	7.7000e-004	0.0000	7.7000e-004			0.0000			0.0000
Off-Road	1.4222	14.2999	7.4063	9.3600e-003		0.8797	0.8797		0.8093	0.8093	0.0000	984.5542	984.5542	0.2939		990.7267
<b>Total</b>	<b>1.4222</b>	<b>14.2999</b>	<b>7.4063</b>	<b>9.3600e-003</b>	<b>7.1300e-003</b>	<b>0.8797</b>	<b>0.8868</b>	<b>7.7000e-004</b>	<b>0.8093</b>	<b>0.8101</b>	<b>0.0000</b>	<b>984.5542</b>	<b>984.5542</b>	<b>0.2939</b>		<b>990.7267</b>

### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0247	0.0310	0.3823	7.3000e-004	0.0559	5.6000e-004	0.0565	0.0148	5.1000e-004	0.0153		63.5711	63.5711	3.6300e-003		63.6473
<b>Total</b>	<b>0.0247</b>	<b>0.0310</b>	<b>0.3823</b>	<b>7.3000e-004</b>	<b>0.0559</b>	<b>5.6000e-004</b>	<b>0.0565</b>	<b>0.0148</b>	<b>5.1000e-004</b>	<b>0.0153</b>		<b>63.5711</b>	<b>63.5711</b>	<b>3.6300e-003</b>		<b>63.6473</b>

### 3.4 Paving - 2015

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2092	11.5427	7.3586	0.0111		0.7247	0.7247		0.6703	0.6703		1,093.5433	1,093.5433	0.2970		1,099.7794
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2092</b>	<b>11.5427</b>	<b>7.3586</b>	<b>0.0111</b>		<b>0.7247</b>	<b>0.7247</b>		<b>0.6703</b>	<b>0.6703</b>		<b>1,093.5433</b>	<b>1,093.5433</b>	<b>0.2970</b>		<b>1,099.7794</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.1116	1.3763	2.6200e-003	0.2012	2.0100e-003	0.2032	0.0534	1.8400e-003	0.0552		228.8559	228.8559	0.0131		229.1301
<b>Total</b>	<b>0.0888</b>	<b>0.1116</b>	<b>1.3763</b>	<b>2.6200e-003</b>	<b>0.2012</b>	<b>2.0100e-003</b>	<b>0.2032</b>	<b>0.0534</b>	<b>1.8400e-003</b>	<b>0.0552</b>		<b>228.8559</b>	<b>228.8559</b>	<b>0.0131</b>		<b>229.1301</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2092	11.5427	7.3586	0.0111		0.7247	0.7247		0.6703	0.6703	0.0000	1,093.5433	1,093.5433	0.2970		1,099.7794
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2092</b>	<b>11.5427</b>	<b>7.3586</b>	<b>0.0111</b>		<b>0.7247</b>	<b>0.7247</b>		<b>0.6703</b>	<b>0.6703</b>	<b>0.0000</b>	<b>1,093.5433</b>	<b>1,093.5433</b>	<b>0.2970</b>		<b>1,099.7794</b>

## Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.1116	1.3763	2.6200e-003	0.2012	2.0100e-003	0.2032	0.0534	1.8400e-003	0.0552		228.8559	228.8559	0.0131		229.1301
<b>Total</b>	<b>0.0888</b>	<b>0.1116</b>	<b>1.3763</b>	<b>2.6200e-003</b>	<b>0.2012</b>	<b>2.0100e-003</b>	<b>0.2032</b>	<b>0.0534</b>	<b>1.8400e-003</b>	<b>0.0552</b>		<b>228.8559</b>	<b>228.8559</b>	<b>0.0131</b>		<b>229.1301</b>

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0400e-003	5.4500e-003	0.0228	5.0000e-005	3.1100e-003	8.0000e-005	3.1900e-003	8.3000e-004	7.0000e-005	9.1000e-004		4.2842	4.2842	1.9000e-004		4.2882
Unmitigated	2.0400e-003	5.4500e-003	0.0228	5.0000e-005	3.1100e-003	8.0000e-005	3.1900e-003	8.3000e-004	7.0000e-005	9.1000e-004		4.2842	4.2842	1.9000e-004		4.2882

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.51	0.51	0.51	1,464	1,464
Total	0.51	0.51	0.51	1,464	1,464

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.534619	0.058604	0.178185	0.126004	0.038986	0.006286	0.016079	0.029769	0.002429	0.003158	0.003693	0.000543	0.001646

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3645	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		7.0000e-005	7.0000e-005	0.0000		7.0000e-005
Unmitigated	0.3645	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		7.0000e-005	7.0000e-005	0.0000		7.0000e-005

### 6.2 Area by SubCategory

#### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0885					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2760					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		7.0000e-005	7.0000e-005	0.0000		7.0000e-005
<b>Total</b>	<b>0.3645</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>	<b>0.0000</b>		<b>7.0000e-005</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0885					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2760					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		7.0000e-005	7.0000e-005	0.0000		7.0000e-005
<b>Total</b>	<b>0.3645</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>	<b>0.0000</b>		<b>7.0000e-005</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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**El Serreno Club house**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.32	Acre	0.32	13,939.20	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2015
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	630.89	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - 1

Grading -

Demolition - 1

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	5.00	26.00
tblConstructionPhase	NumDays	1.00	29.00
tblConstructionPhase	PhaseStartDate	7/25/2015	7/27/2015
tblGrading	AcresOfGrading	14.50	0.50
tblProjectCharacteristics	OperationalYear	2014	2015





### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2015	6/15/2015	5	11	
2	Site Preparation	Site Preparation	6/16/2015	7/24/2015	5	29	
3	Paving	Paving	7/27/2015	8/31/2015	5	26	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	18.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

**3.2 Demolition - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3445	0.0000	0.3445	0.0522	0.0000	0.0522			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359		1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.3445</b>	<b>0.8748</b>	<b>1.2193</b>	<b>0.0522</b>	<b>0.8359</b>	<b>0.8880</b>		<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0348	0.5375	0.4057	1.2200e-003	0.0285	8.5900e-003	0.0371	7.8000e-003	7.9000e-003	0.0157		124.2507	124.2507	1.0200e-003		124.2722
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2600e-003		120.1631
<b>Total</b>	<b>0.0862</b>	<b>0.6062</b>	<b>1.1261</b>	<b>2.5900e-003</b>	<b>0.1403</b>	<b>9.7100e-003</b>	<b>0.1500</b>	<b>0.0374</b>	<b>8.9200e-003</b>	<b>0.0464</b>		<b>244.2615</b>	<b>244.2615</b>	<b>8.2800e-003</b>		<b>244.4354</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1344	0.0000	0.1344	0.0203	0.0000	0.0203			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359	0.0000	1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.1344</b>	<b>0.8748</b>	<b>1.0092</b>	<b>0.0203</b>	<b>0.8359</b>	<b>0.8562</b>	<b>0.0000</b>	<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0348	0.5375	0.4057	1.2200e-003	0.0285	8.5900e-003	0.0371	7.8000e-003	7.9000e-003	0.0157		124.2507	124.2507	1.0200e-003		124.2722
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2600e-003		120.1631
<b>Total</b>	<b>0.0862</b>	<b>0.6062</b>	<b>1.1261</b>	<b>2.5900e-003</b>	<b>0.1403</b>	<b>9.7100e-003</b>	<b>0.1500</b>	<b>0.0374</b>	<b>8.9200e-003</b>	<b>0.0464</b>		<b>244.2615</b>	<b>244.2615</b>	<b>8.2800e-003</b>		<b>244.4354</b>

**3.3 Site Preparation - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0183	0.0000	0.0183	1.9700e-003	0.0000	1.9700e-003			0.0000			0.0000
Off-Road	1.4222	14.2999	7.4063	9.3600e-003		0.8797	0.8797		0.8093	0.8093		984.5542	984.5542	0.2939		990.7267
<b>Total</b>	<b>1.4222</b>	<b>14.2999</b>	<b>7.4063</b>	<b>9.3600e-003</b>	<b>0.0183</b>	<b>0.8797</b>	<b>0.8980</b>	<b>1.9700e-003</b>	<b>0.8093</b>	<b>0.8113</b>		<b>984.5542</b>	<b>984.5542</b>	<b>0.2939</b>		<b>990.7267</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0257	0.0344	0.3602	6.9000e-004	0.0559	5.6000e-004	0.0565	0.0148	5.1000e-004	0.0153		60.0054	60.0054	3.6300e-003		60.0816
<b>Total</b>	<b>0.0257</b>	<b>0.0344</b>	<b>0.3602</b>	<b>6.9000e-004</b>	<b>0.0559</b>	<b>5.6000e-004</b>	<b>0.0565</b>	<b>0.0148</b>	<b>5.1000e-004</b>	<b>0.0153</b>		<b>60.0054</b>	<b>60.0054</b>	<b>3.6300e-003</b>		<b>60.0816</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1300e-003	0.0000	7.1300e-003	7.7000e-004	0.0000	7.7000e-004			0.0000			0.0000
Off-Road	1.4222	14.2999	7.4063	9.3600e-003		0.8797	0.8797		0.8093	0.8093	0.0000	984.5542	984.5542	0.2939		990.7267
<b>Total</b>	<b>1.4222</b>	<b>14.2999</b>	<b>7.4063</b>	<b>9.3600e-003</b>	<b>7.1300e-003</b>	<b>0.8797</b>	<b>0.8868</b>	<b>7.7000e-004</b>	<b>0.8093</b>	<b>0.8101</b>	<b>0.0000</b>	<b>984.5542</b>	<b>984.5542</b>	<b>0.2939</b>		<b>990.7267</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0257	0.0344	0.3602	6.9000e-004	0.0559	5.6000e-004	0.0565	0.0148	5.1000e-004	0.0153		60.0054	60.0054	3.6300e-003		60.0816
<b>Total</b>	<b>0.0257</b>	<b>0.0344</b>	<b>0.3602</b>	<b>6.9000e-004</b>	<b>0.0559</b>	<b>5.6000e-004</b>	<b>0.0565</b>	<b>0.0148</b>	<b>5.1000e-004</b>	<b>0.0153</b>		<b>60.0054</b>	<b>60.0054</b>	<b>3.6300e-003</b>		<b>60.0816</b>

**3.4 Paving - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2092	11.5427	7.3586	0.0111		0.7247	0.7247		0.6703	0.6703		1,093.5433	1,093.5433	0.2970		1,099.7794
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2092</b>	<b>11.5427</b>	<b>7.3586</b>	<b>0.0111</b>		<b>0.7247</b>	<b>0.7247</b>		<b>0.6703</b>	<b>0.6703</b>		<b>1,093.5433</b>	<b>1,093.5433</b>	<b>0.2970</b>		<b>1,099.7794</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0925	0.1238	1.2968	2.4700e-003	0.2012	2.0100e-003	0.2032	0.0534	1.8400e-003	0.0552		216.0194	216.0194	0.0131		216.2936
<b>Total</b>	<b>0.0925</b>	<b>0.1238</b>	<b>1.2968</b>	<b>2.4700e-003</b>	<b>0.2012</b>	<b>2.0100e-003</b>	<b>0.2032</b>	<b>0.0534</b>	<b>1.8400e-003</b>	<b>0.0552</b>		<b>216.0194</b>	<b>216.0194</b>	<b>0.0131</b>		<b>216.2936</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2092	11.5427	7.3586	0.0111		0.7247	0.7247		0.6703	0.6703	0.0000	1,093.5433	1,093.5433	0.2970		1,099.7794
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2092</b>	<b>11.5427</b>	<b>7.3586</b>	<b>0.0111</b>		<b>0.7247</b>	<b>0.7247</b>		<b>0.6703</b>	<b>0.6703</b>	<b>0.0000</b>	<b>1,093.5433</b>	<b>1,093.5433</b>	<b>0.2970</b>		<b>1,099.7794</b>

## Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0925	0.1238	1.2968	2.4700e-003	0.2012	2.0100e-003	0.2032	0.0534	1.8400e-003	0.0552		216.0194	216.0194	0.0131		216.2936
<b>Total</b>	<b>0.0925</b>	<b>0.1238</b>	<b>1.2968</b>	<b>2.4700e-003</b>	<b>0.2012</b>	<b>2.0100e-003</b>	<b>0.2032</b>	<b>0.0534</b>	<b>1.8400e-003</b>	<b>0.0552</b>		<b>216.0194</b>	<b>216.0194</b>	<b>0.0131</b>		<b>216.2936</b>

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1600e-003	5.7500e-003	0.0229	5.0000e-005	3.1100e-003	8.0000e-005	3.1900e-003	8.3000e-004	8.0000e-005	9.1000e-004		4.0944	4.0944	1.9000e-004		4.0984
Unmitigated	2.1600e-003	5.7500e-003	0.0229	5.0000e-005	3.1100e-003	8.0000e-005	3.1900e-003	8.3000e-004	8.0000e-005	9.1000e-004		4.0944	4.0944	1.9000e-004		4.0984

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.51	0.51	0.51	1,464	1,464
Total	0.51	0.51	0.51	1,464	1,464

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.534619	0.058604	0.178185	0.126004	0.038986	0.006286	0.016079	0.029769	0.002429	0.003158	0.003693	0.000543	0.001646

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3645	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		7.0000e-005	7.0000e-005	0.0000		7.0000e-005
Unmitigated	0.3645	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		7.0000e-005	7.0000e-005	0.0000		7.0000e-005

### 6.2 Area by SubCategory

#### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0885					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2760					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		7.0000e-005	7.0000e-005	0.0000		7.0000e-005
<b>Total</b>	<b>0.3645</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>	<b>0.0000</b>		<b>7.0000e-005</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0885					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2760					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		7.0000e-005	7.0000e-005	0.0000		7.0000e-005
<b>Total</b>	<b>0.3645</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>	<b>0.0000</b>		<b>7.0000e-005</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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