INITIAL STUDY AND
PROPOSED MITIGATED NEGATIVE DECLARATION

FOR

LOWER HESSE PARK
MASTER PLAN

PREPARED FOR:

CITY OF RANCHO PALOS VERDES
30940 HAWTHORNE BOULEVARD
RANCHO PALOS VERDES, CA 90275-5391

PREPARED BY:

WILLDAN
13191 CROSSROADS PARKWAY NORTH, SUITE 405
INDUSTRY, CA 91746-3443

NOVEMBER 30, 2012

City of Rancho Palos Verdes

ENVIRONMENTAL CHECKLIST FORM

1. Project title:	**Lower Hesse Park Master Plan**
2. Lead agency name/ address:	**City of Rancho Palos Verdes** **30940 Hawthorne Boulevard** **Rancho Palos Verdes, CA 90275-5391**
3. Contact person and phone number:	**Eduardo Schonborn, AICP** **310-544-5228**
4. Project location:	**29301 Hawthorne Boulevard** **(Bounded by Hawthorne Boulevard [east], Locklenna Lane [south and west], and residences along Verde Ridge Road [north]** **Rancho Palos Verdes,** **Los Angeles County, CA** **See Exhibit 1, Regional Orientation, and Exhibit 2 Project Location Map**
5. Project sponsor's name and address:	**City of Rancho Palos Verdes** **30940 Hawthorne Boulevard** **Rancho Palos Verdes, CA 90275-5391**
6. General plan designation:	**Active Recreational**
7. Coastal plan designation:	**None**
8. Zoning:	**Open Space Recreation**

9. Description of project site (as it currently exists):

The City of Rancho Palos Verdes currently owns, maintains, and operates the Upper and Lower Hesse Parks, with the western portion of the park purchased from the Palos Verdes Peninsula Unified School District in 1977. In 1999, local residents developed conceptual plans for Lower Hesse Park and worked with City Staff to improve the condition of Lower Hesse Park. As a

result of this effort, new amenities were installed at Lower Hesse Park. Currently, most of Lower Hesse Park is not irrigated and outside of the rainy seasons, the park landscape is often dry and brown with little planted vegetation. Lower Hesse Park has not been renovated or improved since the installation of the aforementioned improvements in 1999.

Fred Hesse Jr. Community Park is an approximately 28-acre recreational facility which consists of two parts: Upper Hesse Park and Lower Hesse Park. Upper Hesse Park is approximately 10-acres in size and is improved with a community center, parking lot, playground equipment, and a multi-use athletic field with extensive landscaping. Vehicular access to Upper Hesse Park is via existing driveways along Hawthorne Boulevard and along Locklenna Drive. Lower Hesse Park measures approximately 18-acres in area and has limited improvements, including a small dirt parking lot, a series of trails, a bridge over a natural drainage course, picnic facilities, and a sand volleyball court. There is one vehicular access point from along Locklenna Drive that provides access to the existing dirt parking lot. See Exhibit 3 for an aerial photograph of the existing Hesse Park.

The entire park site is zoned "Open Space Recreation" (OR), and has a General Plan Land Use designation of "Active Recreational." The site is currently an active-use park surrounded by single-family residential uses. The park site generally slopes down from east to west; however a clear topographic separation exists between Upper Hesse Park and Lower Hesse Park. The park's maximum elevation of approximately 980 feet above mean sea level (amsl) occurs at the baseball field in Upper Hesse Park, and the minimum elevation of approximately 830 feet amsl occurs at the Lower Hesse Park's pedestrian entrance near the Locklenna Lane/Faircove Drive intersection.

Lower Hesse Park is largely vegetated with nonnative invasive and/or introduced landscaped plantings. Very small (less than one acre total) patches of coastal sage scrub, a sensitive habitat, are on the southwest edge of the site, adjacent to Locklenna Lane. An open drainage course traverses the site, flowing west across the site and into a culvert at Locklenna Drive, where it enters the public storm drain system.

10. Description of Proposed Project

The proposed project consists of a Master Plan for Lower Hesse Park. Two conceptual plans were originally proposed for Lower Hesse Park (Pacific Plan and Catalina Plan) and these plans were presented and commented upon at public workshops. Both concepts were also presented to the City Council on November 16, 2010, and after receiving public comments on both park plan concepts, the Pacific Plan was selected by the City Council for further consideration and analysis. This Initial Study Checklist, therefore, analyzes the environmental impacts resulting from the Pacific Plan park improvements for Lower Hesse Park. The Pacific Plan, which is the proposed master plan for Lower Hesse Park, is the proposed project evaluated in this Initial Study. It is depicted as Exhibit 4 and includes the following improvements:

<u>Park Amenities, Trail Improvements, and Aesthetic Features</u>

- Improve, expand, and realign the existing trail system on the property. This includes expansion of trail access to more of the site, including the open area at the northern section of the park, and creating a trail that links Lower Hesse Park to the walking path around the existing athletic fields located on the Upper Hesse Park site. Some of the trails

would comply with the requirements of the Americans Accessibility Act Guidelines (ADAG) and California title 24.

- Repair the existing bridge that crosses over the seasonal drainage course that traverses the site.
- Install a new pedestrian bridge over the seasonal drainage course that traverses the site.
- Update and construct viewing and picnic nodes with benches, picnic tables, drinking fountains with dog bowls, trash cans, BBQs, and landscaping (trees and shrubs) etc.
- Enhance the aesthetic condition of the existing greenbelt with the importation of rock material and new landscaping (trees and shrubs).
- Plant drought tolerant ornamental trees and shrubs selected from a colorful plant palette.
- Install "mutt mitt" stations.
- Plant shrubs around the north, south and west property lines to provide a landscape buffer.

Recreation Improvements/Modifications

- Remove the existing sand volleyball court.
- Install three tennis courts (non-illuminated).
- Install an outdoor basketball court (non-illuminated).
- Installing two flex lawn areas (approximately ¼-acre each) for informal use by the public for picnics, games, etc.
- Installing an approximately 1-acre family play zone intended for less structured playground equipment.
- Construct an outdoor fitness station area that is a more contemporary type of par course.
- Create an educational or interpretive Discovery Trail network on-site.

Accessibility, Maintenance and Utility Improvements

- Constructing a staff office/restroom/storage building.
- Improving ingress and egress to the park by expanding the driveway entrance width and improving the parking lot circulation with a one-way circular pattern driveway aisle around the existing sand and volleyball court.
- Expanding and improving the existing parking lot to accommodate approximately 50 vehicles.
- Installing park identification signs at the entrance off Locklenna Lane.
- Installing post and cable fencing along the perimeter of the park adjacent to the roadway.
- Repairing and installing irrigation for the proposed lawn area, landscape pods, and picnic areas.

The anticipated specific planned improvements for the park are included in Table 1 below, along with associated costs. The proposed Conceptual Master Plan is depicted in Exhibit 4.

Environmental Checklist

Park Activities

Recreational activities at the upgraded Lower Hesse Park will consist mostly of informal drop in use and non programmed activities. Staff may elect to allow field trips/visits to the Discovery Area or may choose to run small tennis tournaments at the tennis courts with fewer than 50 participants. No special events drawing large crowds would take place at the improved park. Larger events drawing large crowds (such as Whale of a Day and the City's July 4th Celebration) currently occur at other City facilities including the City Civic Center and the Point Vicente Interpretive Center. Dogs will be required to be on leash, and dog owners with dogs off leash will be cited. No unique level of demand is anticipated for these kinds of park activities.

Anticipated Non-Programmed Activities

- Frisbee tossing
- Badminton
- Volleyball
- Ping Pong
- Bocce Ball
- Flag football
- Dog Walking
- Picnicking
- Family Fun Zone
- Exercise & Fitness
- Walking & Hiking
- Relaxation & Discovery
- Bicycling
- Tennis Games
- Basketball Games

Programmed Activities

- Small tennis tournaments (fewer than 50 participants)
- Junior Ranger field trips (fewer than 50 participants)
- Story Time in the Park
- Special events as approved by the City Manager

Public Safety

The project includes public safety enhancements such as improved access to the park for law enforcement officers and park rangers, and increased visibility into the park for patrols and observation. Gates are proposed to limit access after hours, and park signage would define park rules and provide directional information.

EXHIBIT 1 – REGIONAL ORIENTATION

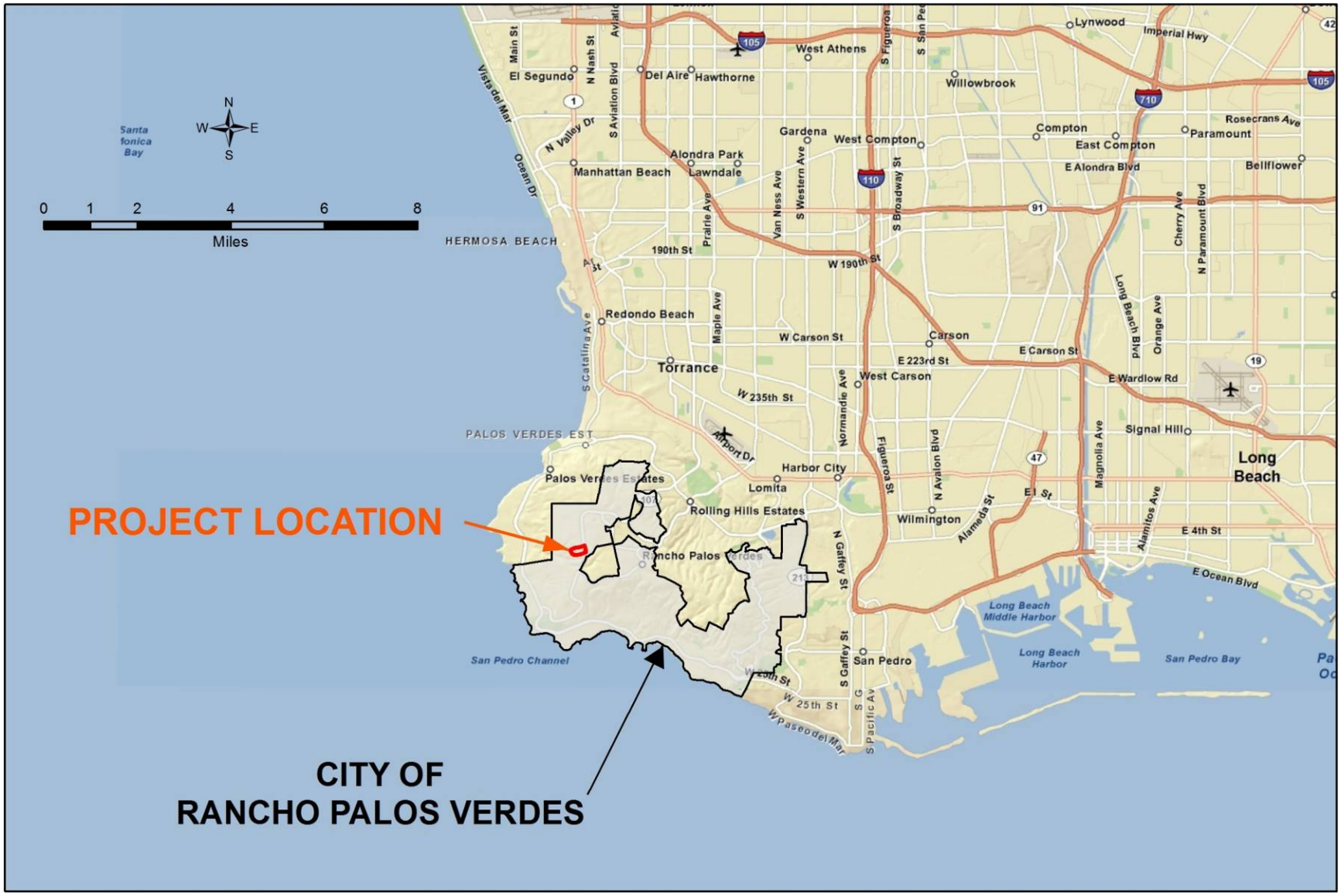

EXHIBIT 2 – PROJECT LOCATION MAP

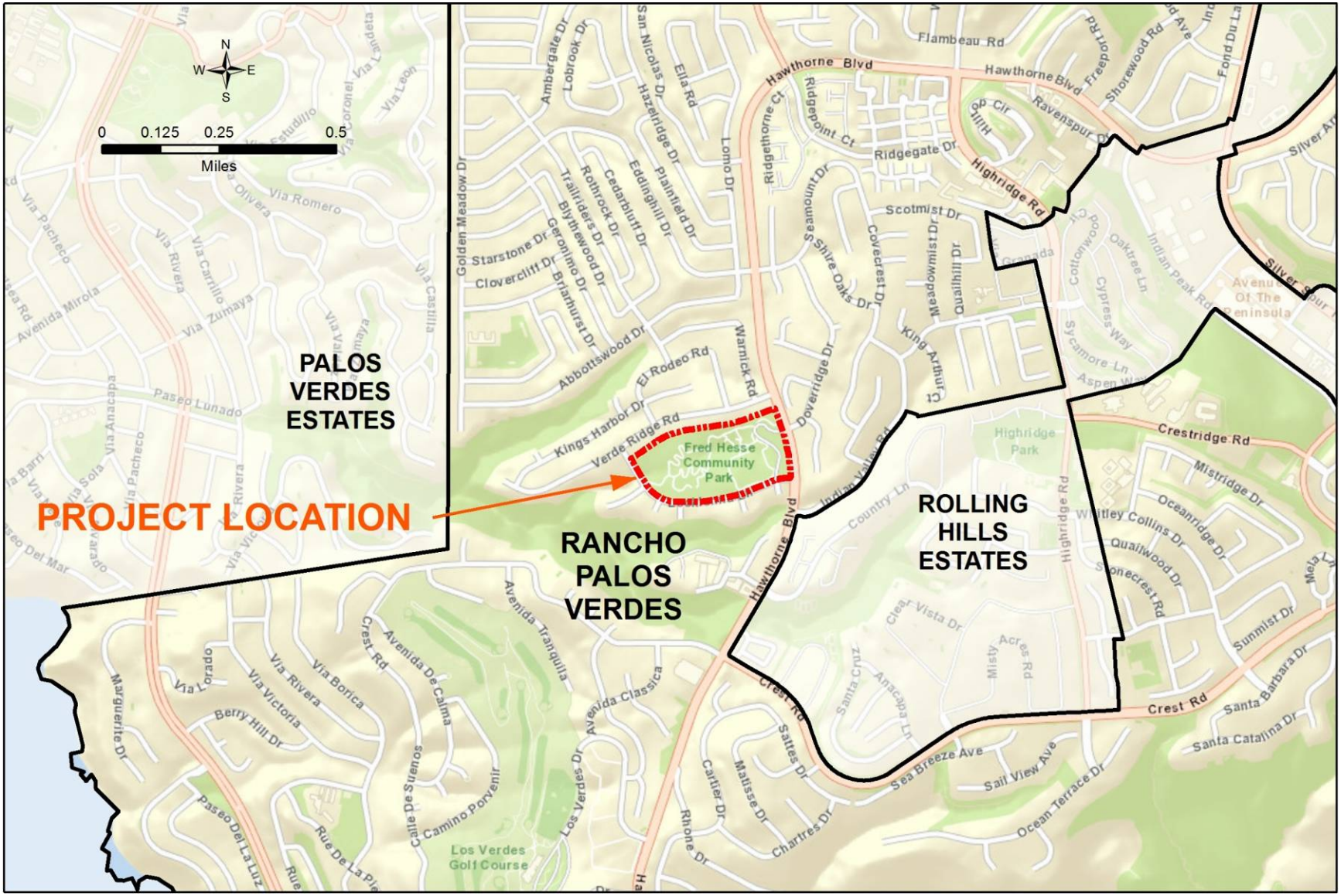

EXHIBIT 3 - AERIAL PHOTOGRAPH OF THE PROJECT SITE

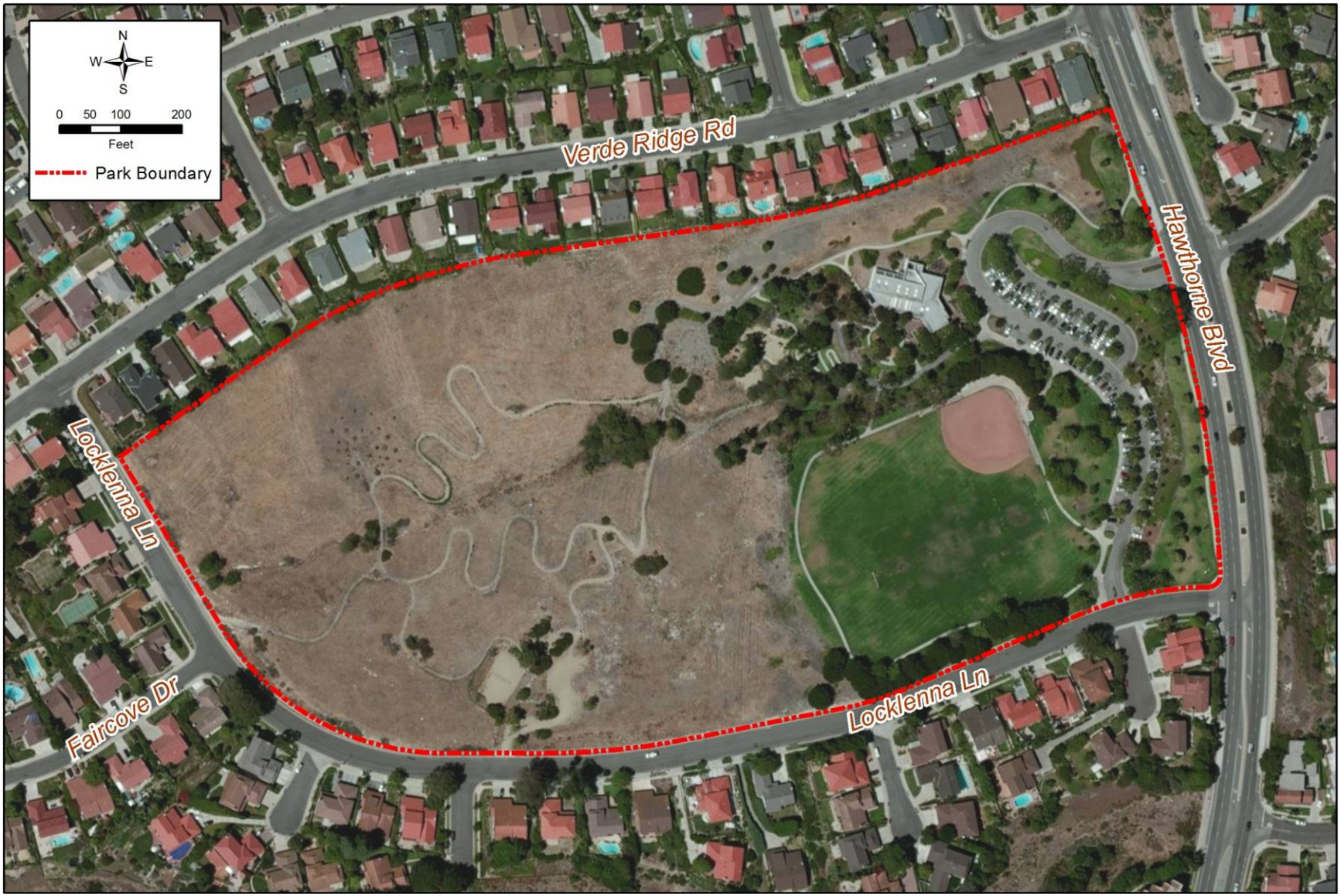

EXHIBIT 4 – PROPOSED CONCEPTUAL MASTER PLAN

Environmental Checklist

11. Surrounding land uses and setting:

The City of Rancho Palos Verdes lies within the southwest portion of Los Angeles County on the Palos Verdes Peninsula. The Peninsula consists of rolling hills surrounded by the Pacific Ocean on three sides (the south, east, and west) and the Los Angeles Basin to the north. The project site lies in the west portion of the City of Rancho Palos Verdes, on a generally west-facing slope in the western portion of the Palos Verdes Peninsula.

The City of Rancho Palos Verdes currently owns and maintains the existing improvements on both Upper and Lower Hesse Parks with the western portion of the park purchased from the Palos Verdes Peninsula Unified School District in 1977. Lower Hesse Park is improved with passive and non-programmed recreational amenities, including a small dirt parking lot, a series of trails, a bridge over a natural drainage course, picnic facilities, and a sand volleyball court. The property is zoned "Open Space Recreation" (OR) with a General Plan Land Use designation of "Active Recreational." Vegetation onsite consists largely of nonnative invasive plants and/or introduced ornamental species. A drainage course crosses the park from east to west and willow trees (*Salix spp.)* exist in some places along this drainage course.

Exhibit 3 depicts an aerial photograph of the project site and Table 1 below identifies the existing onsite and surrounding land uses and significant features.

Table 1
Onsite and Surrounding Land Uses and Significant Features

	Land Uses	Significant Features
On-site	Open Space/Recreation (OR)	Open Space/Natural Terrain
North	Residential/Single-Family (RS-4)	Single-Family Residences
South	Residential/Single-Family (RS-4)	Single-Family Residences
East	Residential Single-Family (RS-4)	Single-Family Residences
West	Residential/Single-Family (RS-4)	Single-Family Residences

12. Other public agencies whose approval is required:

The proposed Lower Hesse Park Master Plan would not require discretionary approval from any public agency other than the lead agency (the City of Rancho Palos Verdes).

Environmental Checklist

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required but 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 on the proposed project, nothing further is required.

Signature: _____ Date: 12.3.2012

Printed Name: EDUARDO SCHONBORN For: CITY OF RANCHO PALOS VERDES

Environmental Checklist

EVALUATION OF ENVIRONMENTAL IMPACTS:

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:					
a) Have a substantial effect on a scenic vista?	8		■		
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historical buildings, within a state scenic highway?	8			■	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	8			■	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?					■

I. a,c) Less Than Significant Impact with Mitigation Incorporated. The Palos Verdes Peninsula is graced with views and vistas of the surrounding Los Angeles basin and coastal region. Because of its unique geographic form and coastal resources, these views and vistas are a significant resource to residents and to many visitors, as they provide a rare means of experiencing the beauty of the Peninsula and the Los Angeles region.[1] One such area is the existing Lower Hesse Park which retains many natural terrain features and vegetation.

Existing views from various vantage points along with periphery and interior views of the park are presented in Exhibits 5 and 6**.** These views consist largely of views of the natural and undisturbed character of the existing park area. The most prominent feature is a vegetated drainage course with willow trees (*Salix spp.),* which crosses the site and flows west to a catch basin. In addition, a small footbridge is visible in this area, which crosses the drainage course. Currently, there are open ocean views over and through the park primarily due to the existing low profile nature of the existing minimal recreational improvements on the park site.

The proposed "enhanced" trail improvements within the park (which would provide serpentine pathways along the periphery and interior of the site) (see Exhibits 7 and 8) would be easily visible to the adjacent residences located along the north, west, and south sides of the park. Other improvements proposed for the park, such as the flexible lawn areas, picnic and parking areas, staff offices, basketball and tennis courts, and other improvements, would also be visible to nearby residents. These improvements are depicted in Exhibit 7 (view simulation from north portion of site [near proposed stepped viewing node] looking southwest) and Exhibit 8 (view simulation from

[1] General Plan Sensory Element, September, 1975.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Locklenna Lane looking west).

The proposed park improvements would be clearly visible to the adjacent residences. However, the natural terrain of the park would be largely preserved and much of the existing vegetation would be retained. Additionally, the most readily visible improvements (parking area and staff offices) would be concentrated at the entrance to the park off Locklenna Lane, and at a lower elevation, than other areas of the park site. Densely planted landscaped buffers are proposed along the border of the park site adjacent to existing residential properties. No buildings or structures greater than 16-feet in height would be constructed, and the proposed one-story staff office/restroom structure would not disturb existing views, nor would it have a substantive effect on a scenic vista.

The addition of the proposed park improvements would result in a moderate alteration of scenic views, including ocean views, and the visual character of the park area. (see Exhibits 7 and 8). The existing viewsheds (views of the surrounding hillsides and views downslope of the park and to the ocean) would be largely unaltered. However, the proposed project includes tennis courts and associated fencing along the courts' perimeter to ensure proper enclosure. Due to the height and location of the tennis court and fencing, the fence enclosing the tennis courts would be clearly visible from along Locklenna Lane in a westbound direction. Further, the tennis court fencing has the potential to partially project into the lower portion of the view frame as depicted in Exhibit 8. As a result, this is considered a potentially significant impact. To minimize the projection and to reduce this impact to a less than significant level, Mitigation Measure AES-1 is proposed below. This measure would limit the height, materials and design of the proposed tennis court fencing as set forth in the following mitigation measure:

> **Mitigation Measure AES-1:** The proposed fence enclosing the tennis courts shall: (a) consist of chain-link, wire mesh, or otherwise see-through material subject to the satisfaction of the Director of Public Works; (b) shall not exceed a height of 10 feet beyond the baselines and shall not exceed a height of 4 feet between the baselines of the court(s) (i.e., shall use a "drop-middle side fence" design); (c) shall not include fencing cross bars or diagonal braces except as needed for gates; (d) shall include 45-degree cut corners on each end of the fencing enclosing the courts; and (e) no windscreen of any kind shall be applied to the fencing enclosing the tennis courts.

Visual examples of the kinds of tennis court fencing that would meet the intent of the above-stated requirements are included in Exhibit 9. Incorporation of the above-stated Mitigation Measure AES-1 into the project would minimize the view obstruction caused by the tennis court fence and would soften the appearance of the courts. As a result of this minimization, and since the tennis court fencing would be limited to the lower portion of the view frame, impacts from the proposed improvements on scenic views or

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

to the site's visual character would be less than significant after mitigation incorporation.

The project would also create temporary negative aesthetic impacts during the construction period. These impacts would include open views of construction equipment and vehicles, materials storage and construction staging area, temporary detours, barriers, and excavated dirt. However, upon completion, the temporary negative aesthetic effects of project construction would be removed and the staging areas would be restored. Hence, any adverse visual impacts associated with construction would be short-term and are considered to be a less than significant.

I. b) **Less than Significant Impact.** The proposed park improvements would neither involve the use nor be within the proximity of a designated viewing point, viewing site, or view corridor.[2] Likewise, the project site would not be visible from any state scenic highway, as there are no such roadways in the City of Rancho Palos Verdes or any surrounding communities that are identified in the California Department of Transportation's State Scenic Highway program. Therefore, the proposed project would not affect a scenic roadway.

Neither the Upper nor Lower Hesse Park sites are designated scenic resources in the City of Rancho Palos Verdes General Plan. Nevertheless, Lower Hesse Park is an open natural area within the City that has some scenic value. Although the project would result in minor grading to create new trails and improve existing trails in Lower Hesse Park, these improvements would not affect the site's value as a natural area. In addition, the removal of existing vegetation to accommodate the park improvements and enhanced trails would be minimal and would be offset by the proposed park landscaping and native plantings. The project would not affect any rock outcroppings or historic buildings in the project vicinity. Since the proposed project would largely preserve the natural area/open space visual character of the site, the impacts upon scenic resources resulting from the proposed project are considered to be less than significant.

I. d) **No Impact.** There are no light sources or reflective surfaces associated with the project. Therefore, there will be no impact resulting from light or glare.

[2] General Plan, Figure 41, Visual Aspects.

EXHIBIT 5 – PROJECT AREA PHOTOS – VIEWS OF LOWER HESSE PARK FROM SURROUNDING PROPERTIES

EXHIBIT 6 – PROJECT AREA PHOTOS – VIEWS OF INTERIOR OF LOWER HESSE PARK

EXHIBIT 7 - PHOTO VIEW SIMULATION FROM NORTH PORTION OF SITE (NEAR PROPOSED STEPPED VIEWING NODE) LOOKING SOUTHWEST

EXHIBIT 8 - PHOTO VIEW SIMULATION FROM LOCKLENNA LANE LOOKING WEST

EXHIBIT 9 – EXAMPLES OF TENNIS COURT FENCING

Example of tapered drop-middle design

Example of cut-corner design

Example of standard drop-middle design

Example of tapered drop-middle design

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE RESOURCES. 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 Resource Agency, to non-agricultural use?	1				■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	8,9				■
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use?					■

2. a) **No Impact.** There are currently no agricultural operations being conducted on the project site, and the City of Rancho Palos Verdes General Plan does not identify any important farmlands or any lands for farmland use. In addition, the site is not within an area of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance as identified by the California Department of Conservation, Division of Land Resource Protection on the Los Angeles County Important Farmland 2002 map (California Department of Conservation, Division of Land Resource Protection, reprinted 2004). Therefore, the proposed project would have no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

2. b) **No Impact.** The project area is not zoned or used for agricultural purposes and the City does not contain any land designated as agricultural preserve by the Williamson Act.

2. c) **No Impact.** The project site is not currently used for agricultural purposes. Additionally, the development of the project site would not, in any way, hinder the operations of any existing agricultural practices. Therefore, the project will not have an impact that could result in conversion of farmland to non-agricultural use

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	12				■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				■	
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 that exceed quantitative thresholds for ozone precursors)?				■	
d) Expose sensitive receptors to substantial pollutant concentrations?				■	
e) Create objectionable odors affecting a substantial number of people?					■

3. a) **No Impact:** The City of Rancho Palos Verdes is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD).

The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements. The most recently adopted plan is the 2007 AQMP. This plan is the South Coast Air Basin's portion of the State Implementation Plan (SIP).

The SCAQMD's CEQA Handbook identifies two key indicators of consistency with the AQMP:

(1) Whether the project will result in an increase in the frequency or severity of existing

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

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 (except as provided for CO in Section 9.4 for relocating CO hot spots).

(2) Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase.

In regards to criterion 1, the consistency criterion pertains to long-term local air quality impacts, rather than regional emissions, as defined by the SCAQMD. The SCAQMD has identified carbon monoxide (CO) as the best indicator pollutant for determining whether air quality violations would occur, as CO hot-spot is most directly related to increase in traffic. However, the air basin is now in attainment for the CO standards and exceedances of the CO standards are not expected. By way of background, CO modeling was performed for the 2003 AQMP to demonstrate attainment of the federal CO standards in the SCAB. Modeling was performed for four intersections considered the worst-case intersections in the entire Basin. These intersections were: Wilshire at Veteran, Sunset at Highland, La Cienega at Century, and Long Beach at Imperial. Table 4-10 of Appendix V of the AQMP shows that modeled 1-hour average concentrations at these four intersections for 2002 conditions are actually below the 8-hour standard of 9 parts per million (ppm). The highest modeled 1-hour average concentration was 4.6 ppm, which occurred at the Wilshire and Veteran intersection. None of the intersections in the project area have peak hour traffic volumes that exceed or even approach those at the intersections modeled in the AQMP nor do they have any geometric qualities that would result in higher concentrations than for the intersections modeled for the AQMP. Therefore, local air pollutant concentrations would not be expected to exceed the ambient air quality concentration standards due to local traffic, with or without the project. Since the project is not projected to impact the local air quality, the project is found to be consistent with the AQMP for the first criterion.

In regards to criterion #2, the assumptions used to develop the AQMP are based upon projections from local general plans. Consequently, conformity with the AQMP of land development projects is measured by the project's consistency with adopted land use plans, growth forecasts, and programs relative to population, housing, employment, and land use. The proposed project is consistent with the Zoning and General Plan Land Use designations for the site. As a result, the project is consistent with the growth expectations for the region. The proposed project is therefore consistent with the AQMP, and would have no associated impacts.

3. b-c) Less than Significant Impact: The South Coast Air Basin (SCAB) is an airshed that regularly exceeds ambient air quality standards (AAQS) – i.e., a non-attainment area. The SCAB is designated a non-attainment area for respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and ozone (O_3). The SCAB is currently a designated attainment area for the remaining criteria pollutants, which include carbon monoxide (CO), nitrogen oxides (NOx), and sulfur dioxide (SO_2).

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The proposed project would generate air pollutants from both construction and operation activities. Construction of the proposed improvements would include grading to establish the entrance, parking lot, building pad, and for the proposed recreational improvements; building construction; tennis and basketball court installation; paving; landscaping; and painting. These construction activities would generate air pollutants from equipment exhaust, earth disturbance, and off-gassing from asphalt and architectural coatings. During operation, the project would generate air pollutants from vehicles arriving and departing the site, landscape maintenance equipment exhaust, natural gas combustion, and other area sources.

The project's air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2011.1.1. Tables 3-1 and 3-2 respectively identify the resulting estimated construction and operation emissions and compare the project's emissions to the SCAQMD's regional significance thresholds. The model output worksheets are included in Appendix A of this Initial Study.

Table 3-1
Estimated Construction Emissions/SCAQMD Regional Significance Threshold Comparison Matrix (lbs/day on the worst day)

	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Construction Emissions	8.45	67.85	39.02	0.07	10.18	6.63
SCAQMD Regional Thresholds	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Table 3-2
Estimated Operation Emissions/SCAQMD Regional Significance Threshold Comparison Matrix (peak lbs/day)

	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Operation Emissions	0.17	0.43	1.62	0.00	0.29	0.03
SCAQMD Regional Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

As shown in Tables 3-1 an 3-2, neither construction nor operation of the proposed project would generate air pollutants in excess of the SCAQMD's regional significance thresholds. Therefore, the proposed project would not cause or substantially contribute to an existing or projected air quality violation, would not generate pollutants in excess of SCAQMD standards, and would not result in a cumulative considerable net increase of any criteria pollutant.

3.d) **Less than Significant:** Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly and those suffering from

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

certain illnesses or disabilities. In addition, active park users, such as participants in sporting events, are sensitive air pollutant receptors due to increased breathing rates. Land uses where sensitive air pollutant receptors congregate include residential neighborhoods, schools, day care centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities.

The closest sensitive receptors to the project site are the residential uses to the north, south and west, which are as close as 50 feet from the area of construction. However, as discussed above in part 3(b-c), both the operational and construction emissions of the project were found to be below the SCAQMD's regional emission thresholds.

In addition to the regional significance thresholds, the SCAQMD identifies localized significance thresholds (LST) for stationary pollutant sources and construction sites. Since the proposed project would not be a stationary pollutant source, only the construction LSTs apply to this project. The appropriate LSTs vary on a project-by-project basis depending on the project's location, the acreage of the construction site, and the distance to the nearest sensitive receptor. The proposed project would be located on an 18-acre site. The nearest residences (located on the south side of Verde Ridge Road) immediately abut the project site. Therefore, the appropriate LSTs for this project, as shown in Table 3-3, are those identified in Appendix C of the SCAQMD's *Final LST Methodology Document* for 5-acre[3] sites in Southwest Coastal Los Angeles County, where sensitive receptors are less than 25 meters from the site.

Table 3-3 compares the peak-day onsite construction emissions to the relevant LSTs. (Offsite construction emissions are not relevant to the LST analysis since they do not affect the localized air quality conditions.) As shown in this table, the project would not generate pollutants in excess of the LSTs. Therefore, the proposed project's impact on local air quality is considered less than significant.

Table 3.3
Localized Significance Threshold Analysis
(lbs/day on the worst day for onsite construction activities only)

	CO	NOx	PM_{10}	$PM_{2.5}$
Unmitigated Construction Emissions	37.85	67.75	9.94	6.61
SCAQMD LST	1,796	197	15	8
Significant?	No	No	No	No

3.e) **No Impact**: The proposed use of the site and the surrounding uses are not shown on

[3] The 5-acre threshold is utilized in this case because grading activities, which are the highest emitting activities, would be limited to 5 acres at any one time. Furthermore, in regard to LST analysis, the smaller the site the higher the concentration of air pollutants and, thus, the greater the impact. Ergo, comparing the project emissions with the 5-acre threshold is a conservative approach, since emissions would likely be diluted/dispersed over the 18-acre site, rather than being emitted adjacent to sensitive receptors.

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Figure 5-5 "Land Uses Associated with Odor Complaints" of the 1993 SCAQMD's CEQA Air Quality Handbook. Therefore, the proposed project would have no odor-related impacts.					

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			■		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			■		
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?			■		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					■
e) Conflict with any local polices or ordinances protecting biological resources, such as tree					■

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
preservation policy or ordinance?					
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?	10,11				■

4. a, b) Less than Significant with Mitigation Incorporation. The proposed park improvement project would not substantially affect candidate, sensitive or special status plant or animal species because none have been discovered on the project site or environs, and appropriate mitigation measures would prevent substantial impacts on species that have the potential to be present on-site during construction of the park improvements. In August of 2011, professional biologists from AMEC Earth & Environmental, Inc. (AMEC) conducted both a General Biological Resources Assessment of the project site and Focused Surveys for the Coastal California Gnatcatcher. The reports of these investigations are included in Appendix B of this Initial Study.

Based on the literature review conducted by AMEC, which included a review of the California Natural Diversity Database (CNDDB), 33 special-status plants, animals, and habitat are known to occur in the vicinity (within an approximate 3-mile radius of the project site). These included 17 plants, one fish, six invertebrates, one reptile, three birds, three mammals, and one native plant community. The discussions below, which are based on the AMEC reports, describe the special status biological resources that have the potential to occur on the project site and evaluate the project's potential impacts on those resources.

<u>Special-Status Habitats</u>

Based on the literature review conducted by AMEC, the only special-status habitat that occurs or has the potential to occur in the project vicinity is southern coastal bluff scrub. This habitat occurs on the coastal bluffs of the Palos Verdes Peninsula from Malaga Cove to Cabrillo beach. Given the project's location, approximately one mile from the coastline, there is no potential for southern coastal bluff scrub to occur onsite. Furthermore, due to the disturbed nature of site and surroundings, only one native plant community exists onsite – coastal sage scrub. On the Lower Hesse Park site, coastal sage scrub can be found along the southwestern edge of the site adjacent to Locklenna Lane as well as other locations in the interior of the park. Concentrations of said coastal sage scrub are less than 0.5 acres total across the project site. See Exhibit 10 for a depiction of the vegetation communities onsite. AMEC recommended that any remnant patches of coastal sage scrub be preserved. If it is not possible to preserve these patches of sage scrub, then areas should be provided where coastal sage scrub species could be planted on-site at a 3:1 ratio. These recommendations are incorporated as Mitigation Measure BIO-1. With the incorporation of this measure, the

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

proposed project would not significantly impact any sensitive habitats.

Special Status Plants

Lower Hesse Park is surrounded by residential development and nearly half of the plant species observed on the project site are nonnative, introduced, invasive, and/or landscaped plantings. Native trees and shrubs found sparsely on the site include California sycamore, white alder, willow (*Salix spp.*), lemonade berry, and toyon. The only native plant community on the site is coastal sage scrub. Plants characteristic of this habitat on-site include black sage, California brittlebush, and California sagebrush. The site appears to be periodically and recently disced, with the remnants of nonnative grasses remaining, and landscaped plantings avoided. The most conspicuous shrub is fennel.

Based on the literature review conducted by AMEC, 17 special-status plant species occur or have the potential to occur in the project vicinity. However, many of these species only occur in coastal habitats (bluffs, dunes, etc.), which do not exist onsite; and others require specific soil types (e.g., sandy soils, alkali soils, etc.), which do not exist onsite. As a result, it was identified that the project site can only support one of the 17 special-status plant species that occur or have the potential to occur in the project vicinity – Santa Catalina Island desert-thorn (*Lycium brevipes* var. *hassei*).

Santa Catalina Island desert-thorn is a perennial, deciduous shrub that is native to California. While neither the U.S. Fish and Wildlife Service (USFWS or Service) nor the California Department of Fish and Game (CDFG) give a special-status designation to this species, it is included by the California Native Plant Society (CNPS) on list 1B.1 (rare, threatened, or endangered in CA and elsewhere; seriously endangered in CA). This species occurs on coastal bluffs and slopes within coastal bluff scrub and coastal sage scrub habitats at 10-300 meters (33-984 feet) elevation, and it blooms in June. This perennial herb was not found on the project site during the reconnaissance survey, and is considered absent. Thus, since the reconnaissance survey found that it is not present, there are no impacts associated with the proposed project on the Santa Catalina Island desert-thorn.

Special Status Animals

Based on the literature review conducted by AMEC, 15 special-status animal species occur or have the potential to occur in the project vicinity. However, given the physical features of the site and the sparse vegetation communities that occur onsite, 11 of these species do not have the potential to occur onsite. The remaining four special-status animal species are discussed below, as is the results of the protocol survey for the coastal California gnatcatcher.

- Monarch butterfly (*Danaus plexippus*) is not designated as endangered, threatened,

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

candidate, rare, or special concern by either the USFWS or the CDFG, but is nevertheless considered a special-status species. Monarch butterflies that spend the summer breeding season in western North America (Washington, Oregon, California, Idaho, and Montana) migrate to the southern coast of California, where they roost in eucalyptus trees, Monterey pines, and Monterey cypresses that are located in bays sheltered from wind or farther inland where they are protected from storms. In California, migrating monarchs begin appearing along the coast in October. By early March, overwintering sites are abandoned. Migrating monarch butterflies certainly pass across the site and may roost occasionally on trees (possibly eucalyptus at Upper Hesse) and shrubs on-site, but the project site (Lower Hesse) lacks the tree species typically used as winter roosts. With the incorporation of Mitigation Measure BIO-2, below, impacts on the monarch butterfly are considered less than significant.

- Palos Verdes Blue butterfly (*Glaucopsyche lygdamus palosverdesensis*) is known from Frank Hesse Memorial Park. The species was presumed extirpated following the development of the upper (eastern) portion of the park. The last of the host plants for the butterfly, locoweed (*Atraglaus trichopodus* var. *lonchus),* were rototilled in 1982. Frank Hesse Memorial Park, including the project site on the western portion of the site, is included in the USFWS "critical habitat" for the species (USFWS 1984). Since no federal approvals are required for the project, formal consultation with the USFWS regarding the crucial habitat is not required. Nonetheless, Mitigation Measure BIO-3 requires informal consultation with the USFWS prior to project construction. With this consultation and the preconstruction surveys required by Mitigation Measure BIO-2, impacts on the Palos Verde Blue butterfly are considered less than significant.

- Coast (San Diego) horned lizard (*Phrynosoma coronatum [blainvillii* population]) is identified by the CDFG as a California species of special concern (CSC). This species' range extends from northern California to the tip of Baja California. The subspecies found in southern California, *blainvillii*, is distributed throughout the foothills and coastal plains from the Los Angeles area to northern Baja California. It frequents areas with abundant, open vegetation such as chaparral or coastal sage scrub. It is most often found on sandy or friable soils with open scrub. Habitat requirements include open areas for sunning, bushes for cover, and fine loose soil for rapid burial. Harvester ants are the primary food item of the horned lizard and indicate potential for occurrence of the lizard in an area. This species is primarily active in late spring and early summer (April through July), after which individuals typically aestivate (i.e., go dormant for periods of time). Because of the small amount of coastal sage scrub present on the Project site, there is a low potential that this species occurs. With the incorporation of Mitigation Measure BIO-2, below, impacts on the coast (San Diego) horned lizard are considered less than significant.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

- Coastal California gnatcatcher (*Polioptila californica californica*) is federally listed as threatened (FT) and is a CSC. It is restricted to the coastal slopes of southern California, from Los Angeles County south to Baja California. It is closely associated with coastal sage scrub vegetation, particularly Diegan coastal sage scrub occurring on gentle slopes within the maritime and coastal climate zones. California sagebrush (*Artemisia californica*) and flat-topped buckwheat (*Eriogonum fasciculatum*) are the primary plants used by gnatcatchers when foraging for insects. Because of the small amount of remnant coastal sage scrub present on the project site, AMEC assessed there to be a low potential for this species to occur onsite. However, the subsequent protocol surveys performed by AMEC revealed that the species is currently not present on the project site and there is no evidence that the species has occupied the site. (See the AMEC's *Focused Surveys for the Coastal California Gnatcatcher, Lower Hesse Park*, 31 August 2011, as contained in Appendix B.) Mitigation Measure BIO-4, below, is included to ensure the species has not inhabited the site prior to construction.

- San Diego desert woodrat (*Neotoma lepida intermedia*) is a CSC. It occurs in coastal California from San Luis Obispo south through the Transverse and Peninsular Ranges into Baja California. Desert woodrats commonly inhabit Joshua tree woodlands, pinyon-juniper woodlands, mixed chaparral, sagebrush, and desert habitats. Because of the small amount of remnant coastal sage scrub present on the project site, there is a low potential for this species to occur onsite. With the incorporation of Mitigation Measure BIO-2, below, impacts on the San Diego desert woodrat are considered less than significant.

In addition to the specific species described above, construction of the proposed park improvements has the potential to impact migratory birds, which are given special status due to the Migratory Bird Treaty Act (MBTA) and Sections 3503 and 3513 of the CDFG Code. The Migratory Bird Treaty Act (MBTA) makes it unlawful for anyone to kill, capture, collect, posses, buy, sell, trade, ship, import or export any migratory bird including feathers, parts, nests, or eggs. CDFG code 3503 makes it illegal to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Code 3503.5 further protects all birds of prey, such as hawks and owls, and their eggs and nests from any form of take.

The project site contains tree and shrub cover that can support nesting songbirds and/or raptors. Nesting activity typically occurs from early February to mid-August. Disturbing or destroying active nests is a violation of MBTA. In addition, nests and eggs are protected under Fish and Game Code Section 3503. The removal of vegetation during the nesting season is considered a potentially significant impact; however, Mitigation Measure BIO-5 provides appropriate protection for active nests, should construction occur during the nesting season. With the incorporation of this measure, the project's impact on migratory birds is considered less than significant.

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigation Measure BIO-1: Remnant patches of coastal sage scrub exist on the project site. Prior to construction, a qualified biologist will flag such areas for avoidance, however avoidance of existing coastal sage scrub vegetation will likely not be possible in all areas. When areas that cannot be avoided have been identified, the total area of loss will be calculated. Loss of coastal sage scrub habitat will be mitigated by revegetating with appropriate native plants, including host plants for the Palos Verdes Blue Butterfly. These plantings will be done within already designated landscaping areas of the Pacific Plan, and will be maintained as coastal sage scrub in perpetuity. Such revegetation will replace lost coastal sage scrub vegetation on a 3:1 ratio. Compliance with this revegetation plan and evaluation of its success will be conducted annually for five years by a qualified biologist from the Palos Verdes Peninsula Land Conservancy or a qualified professional private firm. If the revegetation effort fails, replanting will be done and five years of monitoring will begin again at that time.

Mitigation Measure BIO-2: A qualified biologist shall conduct general wildlife surveys prior to any earth-moving or vegetation disturbing activities to determine the presence/absence or the monarch butterfly, Palos Verdes Blue butterfly, coast horned lizard, San Diego desert woodrat, and any other special-status species. A qualified biologist shall monitor any construction activities that are a potential threat to nesting birds or special status wildlife. If special-status animal species are found on the project site, construction activities shall be halted and buffers installed in accordance with the recommendations of the biologist.

Mitigation Measure BIO-3: To the maximum extent practicable, all construction activities shall be conducted outside of the Palos Verdes blue butterfly's flight period (January 15-April 15). Should construction work be conducted within this period, any coastal sage scrub within 50 feet of the construction activity shall be surveyed for the presence of individual host plants. If found, the host plants will be flagged and focused surveys for the butterfly shall be conducted once a week as long as activities continue in the time period in accordance with the approved survey protocol within all areas of suitable habitat. If the butterfly is found, the monitoring biologist shall consult with the California Department of Fish and Game (CDFG) to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures should be taken to ensure the butterflies are not affected.

Mitigation Measure BIO-4: To the maximum extent practicable, all construction activities shall be conducted outside of the coastal California gnatcatcher breeding season (February 15-August 30). Should work be conducted or should new phases of construction begin within the breeding season, three pre-construction surveys shall be conducted by a qualified biologist within one week

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

prior to initiation of each phase of construction activities and all results forwarded to the US Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG). If during the pre-construction surveys, the coastal California gnatcatcher are found to occur within 300 feet of construction activity areas, the survey biologist should inform the appropriate construction supervisor not to immediately commence such work in that area and should consult with the US Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures should be taken to ensure coastal California gnatcatchers are not affected.

Mitigation Measure BIO-5: The Federal Migratory Bird Treaty Act makes it unlawful to disturb or destroy any occupied native bird nest; thus, to the maximum extent practicable, all construction activities shall be conducted outside of the nesting bird season (February 1-August 31). Should work be conducted within the breeding season, in accordance with the Migratory Bird Treaty Act (MBTA), a pre-construction nesting bird survey shall be conducted to ensure no impacts to nests occur with implementation of the proposed project. Should construction work be conducted within at least 100 feet of the active nest within the breeding season, the monitoring biologist shall consult with the California Department of Fish and Game (CDFG) to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure the active nest is not affected.

4. c) **Less Than Significant Impact with Mitigation.** A small drainage area, vegetated in portions with willow trees (*Salix spp.),* crosses the site and flows west toward the ocean, crossing into the residential area via a culvert under Locklenna Lane. Although no jurisdictional wetlands exist on the project site and the project site is not mapped as a blue line stream by the U.S. Geological Survey (USGS), the drainage itself may be a jurisdictional watercourse. The proposed Lower Hesse Park Master Plan would preserve this drainage course. The only improvements identified on the proposed Master Plan that involve the onsite drainage are repairing an existing trail crossing of this drainage and installing a pedestrian bridge over this crossing in a separate location. Should either of these improvements involve conducting any work within the bed and bank of the drainage or involve removal of any willow trees, Mitigation Measure BIO-6 would require a jurisdictional delineation of the drainage in the vicinity of the improvements and, if necessary, consultation with the Army Corps of Engineers (ACOE or Corps) and the CDFG. With the incorporation of this mitigation measure, the proposed project would not significantly impact any jurisdictional waterways.

Mitigation Measure BIO-6: Prior to conducting any construction within the bed and bank of the onsite drainage and prior to removal of any willow trees, a jurisdictional delineation of the drainage shall be conducted by a qualified

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

biologist in the area of the proposed improvement (e.g., trail crossing repair or pedestrian bridge installation). Should this delineation identify any the need for any dredging or filling of a jurisdictional water of the U.S. or water of the State, the City shall obtain the necessary permits (Section 404 permit from the Army Corps of Engineers, Streambed Alteration Agreement from the California Department of Fish and Game, and/or Clean Water Certification from the Regional Water Quality Control Board) prior to construction.

4. d) **Less than Significant Impact.** The ability of wildlife to move from one tract of habitat to another increases the value of the habitat. Habitats with wildlife movement opportunities allow for population dispersal and seasonal migration, and increase the area for home range activities. Wildlife movement opportunities are often called wildlife corridors.

The project site represents approximately 18 acres of open space within an area that is surrounded and developed with single-family residences and roads. Thus, the project site contributes minimally, if at all, to wildlife movement. Even if wildlife were to try to use the park as a corridor, the proposed park improvements themselves would not substantially interfere with wildlife movement because the project would not install any significant barriers to wildlife movement and no significant nursery sites (other than bird nests) were observed during field surveys. In the post-project scenario, the site would remain primarily as open space, which would not restrict wildlife movement. Therefore, the proposed project would have no significant impacts to wildlife movement.

4. e) **No Impact.** The City of Rancho Palos Verdes does not have any local policies or ordinances protecting biological resources, other than those related to the City's Natural Communities Conservation Planning Subarea Plan, which is described below in Section 4.f).

4. f) **No Impact.** The City of Rancho Palos Verdes and the Palos Verdes Peninsula Land Conservancy (PVPLC) implement the Palos Verdes Peninsula (PVP) Natural Communities Conservation Planning (NCCP) Subarea Plan, which exclusively involves land located within the City of Rancho Palos Verdes. While the Subarea Plan has not formally been approved by the USFWS or the CDFG to date, it was adopted by the City of Rancho Palos Verdes in 2004 and the City and the PVPLC actively implement the Subarea Plan and manage the corresponding Reserves.

The Subarea Plan identifies 11 Reserve areas, which are intended to provide adequate habitat and protection for 13 species (i.e., 13 "covered" species). The Subarea Plan's Reserve areas and covered species are identified in Table 4-1 and Table 4-2, respectively.

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 4-1
Reserve Areas within the Palos Verdes Peninsula NCCP Subarea Plan Preserve

Natural Vegetation Community	Acres
Abalone Cove Reserve*	109
Agua Amarga Reserve	59.94
Three Sisters Reserve	98.5
Vista l Norte Reserve	16.7
Portuguese Bend Reserve	416.54
Vicente Bluffs Reserve	75
Forrestal Reserve	154.9
Ocean Trails Reserve	114.7
San Ramon Reserve	94.5
Alta Vicente Reserve	50.54
Filiorum Reserve	190

*Note: The Abalone Cove Reserve is a terrestrial area regulated under NCCP guidelines within the City owned Abalone Cove Shoreline Park and is different from the marine Abalone Cove Ecological Reserve which is under State jurisdiction.

Table 4-2
Proposed Covered Species List for the RPV Subarea Plan
Source: Rancho Palos Verdes NCCP Subarea Plan

Status	Common Name	Scientific Name
CNPS List 1B	Aphanisma	*Aphanisma blitoides*
CNPS List 1B	South Coast Saltscale	*Atriplex pacifica*
CNPS List 4	Peirson's Morning-glory	*Calystegia peirsonii*
CNPS List 1B	Southern Tarplant	*Centromadia parryi* ssp. *australis*
CNPS List 4	Catalina Crossosoma	*Crossosoma californicum*
CNPS List 1B	Bright Green Dudleya	*Dudleya virens*
CNPS List 1B	Santa Catalina Island Desert-thorn	*Lycium brevipes* var. *hassei*
FE, CE, CNPS List 1B	Lyon's Pentachaeta	*Pentachaeta lyonii*
CNPS List 4	Woolly Seablite	*Suaeda taxifolia*
FE	Palos Verdes Blue Butterfly	*Glaucopsyche lygdamus palosverdesensis*
FE	El Segundo Blue Butterfly	*Euphilotes battoides allyni*
FT	Coastal California Gnatcatcher	*Polioptila californica californica*
SSC	Cactus Wren	*Campylorhynchus brunneicapillus*

FE – Federally endangered
FT – Federally threatened
CE – State of California endangered
CSC – California Species of Concern
CNPS List 1B – Plants, rare, threatened, or endangered in California and elsewhere
CNPS List 4 – Plants of limited distribution -- a watch list

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The City's current NCCP Reserve Boundary Map does not include any portions of Hesse Park and the City has no plans to include any portions of Hesse Park in the NCCP Reserve. Regardless, the proposed Lower Hesse Park Master Plan would largely preserve the site's open spaces and natural drainages. Since the project site is not within the City's current NCCP Reserve area, and since no provisions of the Subarea Plan apply to the project, the proposed project would not conflict with the provisions of an approved habitat conservation plan and the project would have no impacts on habitat conservation plans.					

EXHIBIT 10 – VEGETATION COMMUNITIES AND GNATCATCHER SURVEY AREAS
Source: AMEC Earth & Environmental, Inc.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	8				■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	8		■		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	8		■		
d) Disturbed any human remains, including those interred outside of formal cemeteries?	8			■	

5. a) **No Impact.** Project implementation would not cause a substantial adverse change in the significance of a historical resource since there are no known historical resources on the subject site or within its immediate vicinity

5. b) **Less Than Significant with Mitigation Incorporated.** The Tongva people are native to the Los Angeles Basin and the offshore Islands of islands of Santa Catalina, San Nicholas, San Clemente, and Santa Barbara. According to the Socio/Cultural Element of the City's *General Plan (1975)*, "the entire coastal area in Rancho Palos Verdes should be considered as 'archaeologically sensitive' and is designated with an Overlay Control District of the Plan." The City's General Plan Socio/Cultural Element further states:

> "There are locations all along Rancho Palos Verdes' coastline where the Tongva had established campsites for many years. There are also a few locations where excavation has indicated trade centers where it is speculated that the Indians from the mainland traded with the islanders for otter pelts, abalone shells and other goods. For these reasons, the entire coastal area in Rancho Palos Verdes should be considered as "archaeologically sensitive" and is designated with an Overlay Control District in the Plan."

While the coastal areas of the City are the most sensitive for archaeological resources, artifacts may be encountered at multiple locations throughout the Palos Verdes Peninsula. To that end, the Socio/Cultural Element states:

> "In addition to the coastal area, areas which should be considered as archaeologically sensitive include the vacant land areas north and east of Narcissa in upper Portuguese Bend."

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

> "There are other areas in Rancho Palos Verdes which have archaeological significance. Many of these sites have already been impacted by construction. As a result, those few remaining undisturbed archaeological sites have an increased significance and added archaeological value in that they become the remaining, but decreasing, vestige of human history on the Peninsula."

Lastly, the City's Archaeology Map does not illustrate the subject site as being within a possible area of archaeological resources; however, since the project site is an undeveloped property, it is possible that subsurface cultural resources may exist on the subject property. Therefore, the Mitigation Measure CULT-1 will reduce the impact of the proposed project related to archaeological resources to less-than-significant. This measure recommends that all grading activities on the project site be monitored by a qualified archaeologist.

> **Mitigation Measure CULT-1:** Grading, trenching, and excavation activities on the project site shall be monitored by a qualified archeological monitor approved by the City. In the event that buried archeological resources are uncovered during grading and excavation, all work shall be halted in the vicinity of the archaeological discovery, and the archaeological monitor shall evaluate the significance of the archaeological resources and recommend the appropriate action. Minimally, any discovered unique archeological resources (as defined in CEQA § 21083.2) shall be treated in accordance with the provisions of CEQA § 21083.2. The Community Development Director shall be notified of any finds and the recommendation of the monitor within 24-hours. At the conclusion of monitoring, a report of findings with an appended itemized inventory of specimens shall be prepared and submitted to the Community Development Director to indicate completion of project monitoring. Disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans. In the event of the accidental discovery of any human remains, the steps and procedures specified in Health and Safety Code 7050.5, CEQA Guidelines 15064.5(e) and Public Resources Code 5097.98 shall be implemented.

5. c) Less Than Significant with Mitigation Incorporated. The Socio/Cultural Element of the *General Plan (1975)* states the following with respect to paleontological resources:

> "The two major classes of fossils that occur on the Peninsula are Foraminifer and Mollusks. Both contain species of fauna that are marine in origin. Because of the degree of research done in this area and their wide distribution through the Peninsula, paleontological resources are not thought to be endangered. However, should a particular site exhibit a high degree of paleontological significance, the options discussed below relative to archaeological sites would

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

be applicable."

Lower Hesse Park consists of an open space area bisected with a vegetated drainage and possesses largely undisturbed natural areas and native vegetation (See Exhibits 5 & 6). While the area is sensitive for paleontological resources, the project improvements do not require deep grading or excavations and thus would not likely encounter older, fossil bearing, earth materials. Nonetheless, to ensure that paleontological resources would not be significantly impacted by construction activities, Mitigation Measure CULT-2 imposes a halt-work condition if paleontological resources are discovered. With the incorporation of this measure, the proposed project would not significantly impact paleontological resources.

Mitigation Measure CULT-2: If paleontological resources are uncovered during construction, all work shall be halted in the vicinity of the find and a qualified paleontologist shall evaluate the significance of the paleontological resources and recommend the appropriate action. Any discovered paleontological resources determined to be significant by the project paleontologist shall be handled in accordance with Los Angeles County Museum of Natural History protocols.

5. d) **Less Than Significant Impact.** It is not anticipated that Project implementation would disturb any human remains, including those interred outside of formal cemeteries. However, it cannot be precluded that human remains would not potentially be encountered during grading. In the unlikely event that human remains are discovered during grading/construction activities, work would cease immediately in accordance with State Law and a qualified archaeologist and Native American monitor would be immediately contacted. The requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant". Compliance with State regulations (which detail the appropriate actions necessary in the event human remains are encountered) would prevent any significant impacts.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY/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?	8				■
ii) Strong seismic ground shaking?	8			■	
iii) Seismic-related ground failure, including liquefaction?	2,8				■
iv) Landslides?	2,8			■	
b) Result in substantial soil erosion or the loss of topsoil?				■	
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	2,8			■	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), thus creating substantial risks to life or property?	8		■		
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 wastewater?					■

6. a)i. No Impact: According to the Department of Conservation Division of Mines and Geology, the City of Ranchos Palos Verdes does not contain any designated Alquist-Priolo Earthquake Fault Zones, and no trace of any known active or potentially active fault passes through the Project site. However, there are two faults on the Palos Verdes Peninsula identified in the City's General Plan Safety Element, the Palos Verdes and Cabrillo faults. Per the City's General Plan Safety Element: "The Cabrillo fault traverses northwesterly from the southeastern corner of the area to near the center of the Peninsula (see General Geology Map Figure 26 [of the City's General Plan Safety Element]). The Palos Verdes fault traverses the northeastern corner of the

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

[Peninsula]." The project site is not located on or immediately adjacent to either of these faults and, thus, is not susceptible to fault rupture hazards. Therefore, the proposed project would not expose people or structures to potential adverse effects from the rupture of a known earthquake fault and would cause no associated impacts.

6. a)ii. **Less than Significant Impact:** The City of Rancho Palos Verdes is within a seismically active region of Southern California. Consequently, the proposed park would likely be subject to strong seismic ground shaking during a seismic event. However, the risks of earthquake damage can be minimized through proper engineering, design, and construction. The proposed staff office/restroom/storage structure is required to be built in accordance with the Uniform Building Code and other applicable codes, and is subject to building inspection during and after construction. Structures for human habitation must be designed to meet or exceed California Uniform Building Code standards for Seismic Zone 4. Conforming to these required standards will ensure the proposed project would not result in significant impacts due to strong seismic ground shaking.

6. a)iii. **No Impact:** According to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation (*Seismic Hazard Evaluation Map, Redondo Beach Quadrangle)*, the subject property is not located within an earthquake-induced liquefaction zone. Furthermore, as stated the City's adopted General Plan: "The potential for liquefaction in the area [City] is very low, since the local soil deposits are relatively thin and cohesive. Liquefaction is not considered to be a significant hazard in the City." Therefore, the proposed project would not expose people or structures to potential adverse effects from liquefaction and the project would cause no associated impacts.

6. a)iv. **Less than Significant Impact:** According to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation (*Seismic Hazard Evaluation Map, Redondo Beach Quadrangle)*, the subject property is not located within an earthquake-induced landslide zone. Likewise, according to the Safety Element of the City's General Plan (Figure 38 Landslides), the project site is not located within an "Active", "Old", or "Possible Landslide" area, and is not within a "Major Filled Graben" area. Thus, since no structures are proposed within a mapped landslide hazard areas, the proposed project would not result in any significant landslide impacts.

6. b) **Less than Significant Impact:** During construction of the proposed project, the soils on-site may become exposed for a limited time, allowing for possible erosion. However, the project is required to comply with existing regulations that reduce erosion potential. Although project development has the potential to result in the erosion of soils, this potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would occur in accordance with the City of Rancho Palos Verdes Minimum Best Management Practices (BMPs) for All Construction Sites (Form OC-1). Specifically, Form OC-1

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

requires that all construction projects that would require greater than one acre of ground disturbing activities, the project applicant would occur in accordance with the National Pollutant Discharge Elimination System (NPDES) and would be required to implement at a minimum: sediment control, a wet weather erosion control plan (WWECP), hillside BMPs, construction materials controls, non-stormwater runoff controls, and erosion controls. Further, the project would incorporate BMPs as established in the Standard Urban Stormwater Mitigation Plan (SUSMP), as required by the City of Rancho Palos Verdes Stormwater Planning Program (Priority Development & Redevelopment Projects). Further, the proposed project is required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the potential for wind erosion by requiring the implementation of dust control measures during construction. Thus, the potential to increase erosion during any construction activity would be effectively mitigated through the required compliance activities. Operation of the proposed park would not cause wind or water erosion or the loss of topsoil.

6. c) **Less than Significant Impact:** The project site is not located on a cliff, mountainside, bluff, or other geographic feature with stability concerns. The site is not susceptible to liquefaction, subsidence, or collapse. See section 6.a) iv) for a discussion of potential landslide hazards, which were concluded to be less than significant for the project. Therefore, the proposed project would not result in significant impacts related to unstable geologic units or soils.

6. d) **Less Than Significant with Mitigation Incorporated:** As stated in the Safety Element of the City's adopted General Plan:

> "The entire area [City] is underlain by various combinations of Diablo and Altamont soils (U.S.D.A., 1969) which produce a dark grey, neutral clay. All of these combinations have a high shrink-swell potential. While these soils are highly expansive, they should not be a factor in precluding development. Modern soil engineering procedures coupled with present-day foundation designs can effectively and inexpensively mitigate the effects of most expansive soils."

The expansion and contractions of soils can damage foundations. As such, Mitigation Measure GEO-1 is included to ensure the appropriate soil engineering procedures are implemented for the proposed park project. With the incorporation of this measure, the proposed project would not result in any significant impacts related to expansive soils.

Mitigation Measure GEO-1: Prior to the issuance of a building and/or grading permit for the project and to the satisfaction of the City Geologist, a geotechnical report shall be prepare for the project by a Registered Professional Geologist, Certified Engineering Geologist, or equally qualified professional with current registration in the State of California. The geotechnical report shall minimally

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

consider the shrink-swell/expansive potential of the soil onsite and, if necessary, shall recommend appropriate engineering/building techniques for the proposed project. All applicable conditions as specified within the geotechnical report and all measures required by the City Geologist shall be incorporated into the proposed project, including the proposed staff office/restroom/storage building, subject to the satisfaction of the Building Official and City Geologist.

6. e) **No Impact:** The proposed staff office/restroom/storage building will be required to connect to the existing public sewer system. Therefore, soil suitability issues resulting from septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no associated impacts.

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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, based on any applicable threshold of significance?				■	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				■	

7. a-b) Less than Significant Impact: "Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by allowing short wavelength visible sunlight to enter the earth's atmosphere, while preventing outgoing terrestrial long wavelength heat radiation from exiting. The principal greenhouse gases (GHGs) include carbon dioxide (CO_2), methane, and nitrous oxide. Collectively GHGs are measured as carbon dioxide equivalent (CO_2e).

Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

The California Legislature has passed several bills and California Governors have signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include Assembly Bill (AB) 32, Senate Bill (SB) 1368, Executive Order (EO) S-03-05, EO S-20-06 and EO S-01-07. AB 32, the California Global Warming Solutions Act of 2006, is one of the most significant pieces of environmental legislation that California has adopted. Most notably AB 32 mandates California's GHG emissions be reduced to 1990 levels by 2020.

The South Coast Air Quality Management District (SCQAMD) has published a "Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold". This document establishes draft GHG Significance Thresholds for projects where the SCAQMD is the lead agency. While the SCAQMD is not the lead agency for the proposed project, the SCAQMD's threshold is utilized in this CEQA document as a reference for comparative purposes. The SCAQMD's draft GHG Significance Threshold establishes a 5-tier threshold flowchart, with Tier 3 identifying screening

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

thresholds of 10,000 metric tons per year (MT/yr) of CO_2e for stationary source industrial projects and 3,000 MT/yr of CO_2e for commercial and residential projects. The SCAQMD Board has adopted the 10,000 MT/yr screening threshold for industrial projects, but to date has not adopted the recommended screening threshold of 3,000 MT/yr for commercial and residential projects. The SCAQMD has not identified any GHG significance thresholds (draft, final, or otherwise) for recreational projects.

The proposed project would generate GHG emissions during construction from the use of construction equipment and other vehicles, and during operation from the vehicles accessing the site, maintenance equipment used onsite, and energy use in the office/restroom/storage building. The CalEEMod (version 2011.1.1) was used to estimate the GHG emissions attributable to the proposed project, which are depicted in Table 7-1, with construction emissions amortized over a 30 year period per SCAQMD's guidelines. (See Appendix A of this Initial Study for the CalEEMod output worksheets.)

Table 7-1
Annual Project GHG Emissions

Activity	CO_2e in MT/yr
Construction (amortized over 30 years)	6.98
Operations	112.17
Total Project GHG Emissions (MT/yr of CO_2e)	119.15

As shown in Table 7.1, the proposed project would result in net increase of 119.15 MT/yr of CO_2e. This volume of GHG emissions is well below even the SCAQMD's most stringent unadopted screening threshold of 3,000 MT/yr for commercial and residential projects. Therefore, the project's generation of GHG emissions is considered a less than significant impact and the proposed project's contribution to global climate change caused by GHG emissions is not considerable.

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS & HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				■	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?					■
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?					■
d) Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	4				■
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?					■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?					■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	8				■
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?	7,8			■	

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

8. a) **Less than Significant Impact:** The proposed park would not generate any hazardous materials and no transport of hazardous materials is anticipated. Similarly, the proposed project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers, and cleaning agents required for normal maintenance of the park. Handling and storage of such materials must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances. Finally, there are no physical conditions on the site or other information suggesting that hazardous materials have been historically used, stored, or disposed of at the project site. Therefore, the proposed project is not expected to result in any significant impacts related to the routine transport, use, or disposal of hazardous materials.

8. b) **No Impact:** The site is not known or expected to contain any underground storage tanks (USTs), aboveground storage tanks (ASTs), gas lines, or other hazardous material conduits or storage facilities. Furthermore, the project does not propose any industrial uses, waste treatment/storage facilities, power plants, or other land uses that are typically associated with hazardous material accidents. Therefore, the proposed project would not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and the project would have no related impacts.

8. c) **No Impact:** There are no schools located within one-quarter mile of the project site. Regardless, as discussed in Section 8.a) of this report, the proposed park is not anticipated to emit, generate, store, or use substantial amounts of hazardous materials, and is not anticipated to utilize any acutely hazardous materials. Therefore, the project would have no impacts related to the emission or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

8. d) **No Impact:** The project site is a vacant and undeveloped property and there are no physical conditions or other information that suggests that the project site contains or has been contaminated with hazardous materials. There is no known history of hazardous material use, generation, storage, or contamination at the project site. Likewise, there are no stained soils, stressed vegetation, abandoned barrels/containers, or other visible conditions onsite that indicate a potential for hazardous material contamination. Finally, the project site is not listed on the California Department of Toxic Substances Control's (DTSC's) Envirostor database[4], which is a list of investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted or have been completed under DTSC's oversight. Therefore, the proposed project would not result in any impacts related to hazardous materials sites complied pursuant to Government Code Section 65962.5.

[4] Department of Toxic Substances Control, *Envirostor* database web application <http://www.envirostor.dtsc.ca.gov/public/>, last accessed 18 July 2011.

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

8. e-f) No Impact: There are no airports or private airstrips located within two miles of the project site; and the project site is not within an airport land use plan. The closest airport to the project site is the Torrance Municipal Airport, which is located approximately 2.3 miles east of the site. Therefore, the project would not result in a safety hazard for people residing or working in proximity to an airport or private airstrip, and the proposed project would have no associated impacts.

8. g) No Impact: The construction and operation of the proposed park would not place any permanent or temporary physical barriers on any existing public streets. Furthermore, the project site is not utilized by any emergency response agencies, and no emergency response facilities exist in the project vicinity. In 2004, the cities of Rancho Palos Verdes and Rolling Hills Estates adopted a Joint Natural Hazards Mitigation Plan (JNHMP). The purpose of the JNHMP is "to promote sound public policy designed to protect citizens, critical facilities, infrastructure, private property, and the environment from natural hazards." The proposed project is not incompatible with the purpose of the JNHMP. Therefore, the proposed project would have no impact on emergency response planning.

8. h) Less than Significant Impact: The project site, like much of the Palos Verdes Peninsula, is designated a "Very High Fire Hazard" area by the California Department of Forestry and Fire Protection (CAL FIRE) and the County of Los Angeles Fire Department[5]. Wildfires on the Palos Verdes Peninsula are associated with larger tracts of open spaces, including those interspersed with developed areas like the project site. The proposed project, however, would not place homes, businesses, or residents within a fire hazard area and would not increase the potential for wildland fire at the project site. Rather, the proposed project would likely improve the management of vegetation/fire fuel at the project site, thus, lowering the potential for uncontrolled wildfires to occur on the project site. Therefore, the proposed project is not expected to result in a significant adverse impact from the exposure of people or structures to wildland fires.

[5] County of Los Angeles Fire Department, Incorporated Fire Hazard Severity Zone Map, City Rancho Palos Verdes, Tile 1.

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY/WATER QUALITY. Would the project:					
a) Violate any water quality standards or wastewater discharge requirements?	5			■	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				■	
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?	5			■	
d) Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				■	
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?				■	
f) Otherwise substantially degrade water quality?	5			■	
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	6,8				■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	6,8				■

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	6,8				■
j) Inundation by seiche, tsunami, or mudflow?	8				■

9. a, c, f) Less than Significant Impact: Section 402 of the Federal Clean Water Act requires National Pollutant Discharge Elimination System (NPDES) permits for discharges from storm drain systems to waters of the United States. The City of Rancho Palos Verdes is a co-permittee in the Los Angeles County storm drain system permit or "municipal permit" (Order No. 01-182; NPDES No. CAS0041 as amended by Orders R4-2006-0074 and R4-2007-0042).

As special provision, the Los Angeles County Municipal Permit requires permittees to maintain and implement a Standard Urban Storm Water Mitigation Plan ("SUSMP"). Development and redevelopment activities that are deemed "priority" projects (based on the type and scale of the project) are further required to develop and implement project-specific SUSMPs or Urban Storm Water Mitigation Plans (USWMPs) that identify the specific design features and best management practices (BMPs) that will be implemented for the project and are applicable to the project. Given the small scale of the proposed park improvements, the proposed project would not be considered a "priority" project pursuant to the Countywide municipal permit. As such, a project specific USWMP is not required for the project. However, the project is still required to implement the minimum requirements of the Countywide SUSMP. As part of its normal project approval and construction oversight activities, the City of Rancho Palos Verdes monitors compliance with these requirements.

The Los Angeles County Municipal Permit also requires that Storm Water Pollution Prevention Plans (SWPPPs) be prepared for all construction projects with disturbed areas of 1 acre or greater. The statewide NPDES construction permit maintained by the State Water Resources Control Board (SWRCB) also requires a SWPPP for construction projects that involve one or more acres of land disturbance. The SWPPP is required to outline the BMPs that will be incorporated during construction. These BMPs will minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-storm water management procedures.

In addition to Section 402, Section 303 of the Clean Water Act requires states to designate uses for all bodies within state boundaries (intrastate waters) and to establish water quality criteria for those water bodies. Those water bodies that do not satisfy the water quality criteria for their designated uses are identified as impaired. In order to improve the quality of impaired water bodies and thus achieve the water quality criteria, the U.S. Environmental Protection Agency (EPA) requires states to establish Total

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Maximum Daily Load (TMDL) standards that apply to tributary sources for impaired water bodies.

Storm water generated on the project site collects in the existing west-flowing drainage that traverses the site and flows into a catch basin at the western portion of the park. From this catch basin, drainage is directed under Locklenna Lane via a culvert and into a residential area across the street. Runoff from this residential area continues and drains into Agua Amarga Canyon, which flows west into the Pacific Ocean at Lunada Bay, which is identified as an impaired water body (i.e., included on the 303[d] list). TMDLs have been adopted for indicator bacteria[6].

The project consists of improving an existing passive use park with additional and improved recreational amenities including trails, lawn areas, a playground, picnic facilities, a staff office/restroom/storage building, and a naturalized/permeable parking lot. None of the proposed uses are point source generators of water pollutants and, thus, no quantifiable water quality standards apply to the project. As a development project, the proposed project has the potential to introduce typical, urban, nonpoint-source pollutants to storm water runoff, such as trash, sediment, metals, and nutrients. However, given the proposed recreational use of the facility, the naturalized/permeable nature of the proposed parking lot, and the natural vegetated drainage network of the site, the amount of water pollutants that would be generated onsite would be limited. Furthermore, as discussed, urban storm water pollutants are permitted by the County-wide MS4 permit, and compliance with MS4 permit requirements ensures that project runoff would not cause an exceedance any receiving water limitations. Finally, in regards to the applicable TMDL pollutants, the proposed park is expected to generate negligible, if any, additional bacteria, because there would be no measurable increase in the amount bacteria-generating materials (e.g., organic matter and fertilizer) that would be used or occur onsite. In addition, stormwater onsite would surface flow over vegetated areas (e.g., lawn, open space, etc.) into the natural and vegetated watercourse onsite, which would collectively filter pollutants from runoff. Therefore, the proposed project would not significantly impact storm water quality or the water quality of receiving waters (Lunada Bay).

9. b) **Less than Significant Impact:** The project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In addition, there are no aquifer conditions or recharge features at the project site or in the surrounding area, which could be affected by excavation or development of the project. Stormwater that percolates into the substrate in the project area either remains in the upper layers of soil or flows underground into the ocean. Therefore, the proposed project would not physically interfere with any groundwater supplies. Similarly, the proposed project

[6] California Regional Water Quality Control Board, Los Angeles Region, *Los Angeles Region Integrated Report, Clean Water Act Section 305(b) Report and Section 303(d) List of Impaired Waters*, 2008 Update (Revised July 2009).

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

would not add impervious surfaces to the project site in a manner that would impede percolation of storm water into the underlying substrate. The proposed courts, office/restroom/storage building, and driveway are anticipated to be impervious and the proposed parking lot and portions of the proposed playground area are anticipated to be partially impervious. However, these areas make up less than 10 percent of the Lower Hess Park site. Runoff would flow from these impervious surfaces onto the pervious portions of the site (lawn and open spaces areas), where it could percolate into the underlying substrate. Consequently, the minor areas of introduced impervious surfaces would not have a noticeable effect on percolation rates.

9. d-e) Less than Significant Impact: Drainage onsite generally flows from east to west, following the site's contours. A natural drainage course that contains portions vegetated with willow trees crosses the site, flowing west to a catch basin at the western-most portion of the site, then crosses into a residential area via a culvert under Locklenna Lane. On-site storm water flows generally collect within this drainage course and are conveyed offsite via this natural drainage channel. The proposed project would not alter this drainage pattern. In addition, the proposed project would not noticeably increase the volume of storm water flowing from the project site because, as previously discussed, the proposed project would only minimally increase the percentage of impermeable surface onsite. Therefore, the proposed project would not alter the existing drainage pattern or contribute runoff water in a manner that would cause flooding or exceed the capacity of the storm drainage system. Drainage impacts are, therefore, less than significant.

9. g-h) No Impact: The project site is not within the 100-year flood zone as shown on the the Federal Emergency Management Agency's (FEMA's) Federal Insurance Rate Map (FIRM) for the area[7]. The project site is located within Flood Zone X, which depicts areas not subject to flood hazards. Therefore, the proposed project would not place future housing or structures within flood hazard area, would not impede or redirect flood flows, and would cause no impacts associated with flood hazard areas.

9. i) No Impact: The project site is not within a flood hazard area and there are no levees, dams, or other water detention facilities in the vicinity of the project site. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving flooding, and the project would have no related impacts.

9. j) No Impact: The project site is approximately one mile from the Pacific Ocean, which is capable of producing seiche or tsunami as a result of seismic activity. However, given the elevation of the site, exceeding 800 feet above mean sea level (amsl), the project site would not be affected by any seiche or tsunami event that could occur in the nearby Pacific Ocean. Similarly, the project site is not in an area prone to landslides, soil slips,

[7] Federal Emergency Management Agency, *Flood Insurance Rate Map, Los Angeles County, California, and Incorporated Areas, Map Number 06037C1920F,* September 26, 2008.

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Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or slumps. Therefore, the proposed project would have no impact from seiche, tsunami, or mudflow.					

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE/PLANNING. Would the project:					
a) Physically divide an established community?					■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	8,9			■	
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?	10,11			■	

10. a) No Impact. The proposed project involves the addition of recreational-related improvements to an existing park within the existing property limits. Due to the project's scope and location, the project would not physically divide an established community.

10. b) Less Than Significant Impact. The current General Plan designation for the project site is Active Recreational. The current zoning designation for the project site is Open Space Recreation. The City's Development Code defines active recreation as follows:

> "Active recreation means outdoor recreation activities that are structured in nature and/or organized such as team sports, golf, tennis, etc."

General Plan Natural Environment Element. The General Plan Natural Environment Element is a composite of those areas requiring considerations of public health/safety and those areas requiring preservation of natural resources. Resource Management (RM) Districts, made up of various factors with associated degrees of capability or suitability for development, have been established throughout the City. According to Figure 14 of the General Plan (Natural Environment Element), the project site is not situated within a Resource Management (RM) District.

General Plan Land Use Map and Urban Environment Element (June 1975). The project site is a designated Active-Recreational use. The Urban Environment Element provides the following relevant goals and policies regarding uses within the Active-

Environmental Checklist

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Recreational District:

Goal (page preceding page 57): The City shall endeavor to provide, develop, and maintain recreational facilities and programs of various types to provide a variety of activities for persons of all age groups and in all areas of the community.
Policy 1 - Provide access to all public recreational land.
Policy 2 - Continue to sponsor recreation programs within the City considering the diversity of needs.
Policy 3 - Encourage local, public, non-profit recreation and cultural activities which provide outlets for citizens on a nondiscriminatory basis.
Policy 8 - Encourage local citizens groups to participate in the planning, development, and maintenance of recreation facilities to the extent possible.
Policy 9 - Engage in further study of recreational activities on a neighborhood level following the General Plan.

Lastly, the City's General Plan also states that "Hesse Park is a 29 acre site…and is planned to be developed into an active neighborhood park."

As indicated previously, the proposed improvements to Lower Hesse Park are considered "enhancements" to an existing and largely active recreational park facility. As such, the park use would be further developed by providing additional amenities that are "active" recreational, while retaining the current natural characteristics, features, and open space amenities. Additionally, the proposed park improvements are consistent with the land use designations currently applied to the site, and no change in these designations will occur as a result of the project. Finally, the proposed improvements are consistent with existing park policies in the General Plan that promote recreational programs which will meet a diversity of needs in the community.

10. c) Less than Significant Impact. See Section 4.f).

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	8				■
b) Result in the loss of availability of a locally-important mineral resource	8				■

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
recovery site delineated on a local general plan, specific plan, or other land use plan?					

11. a, b) No Impact. There are no mineral resources present which would be economically feasible for extraction. Historically, Rancho Palos Verdes was quarried for basalt, diatomaceous earth, and Palos Verdes stone with diatomaceous earth being the most heavily quarried and available resource. Diatomaceous earth is still considered as a "noted resource" in Rancho Palos Verdes although it is not longer quarried. The General Plan also identifies Palos Verdes stone as being generally available in the Portuguese Bend area but which was never commercially quarried primarily because of its sporadic nature and the shallow depth at which the stone occurs. The Element further notes that there are no mineral resources present within the community that would be economically feasible for extraction. Further, no known mineral resource exists on the project site and project implementation would not result in the loss of availability of a known mineral resource. Lastly, the site has not been delineated as an important mineral resource recovery site within the City's General Plan. As such, there will be no environmental impacts resulting from the proposed project with respect to mineral resource issues.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	8		■		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				■	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	8			■	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	8		■		
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 a public use airport, would the project expose people residing or working in the project area to excessive noise levels?				■	
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?				■	

12. a) Less Than Significant with Mitigation Incorporated: The proposed project would generate construction noise; traffic noise from the addition of project-induced vehicle trips on surrounding roadways (long-term traffic noise); noise from onsite park activities (use of play fields, tennis and basketball courts, etc.); and, parking lot noise. In addition, the proposed project would expose park patrons to the existing noise environment and to noise sources in the project vicinity. Mestre Greve Associates (MGA) prepared a *Noise Assessment* (dated March 8, 2012) for the proposed project that analyzes each of these potential noise impacts (see Appendix C).

In general, Section 17.12.030.F of the City's Development Code limits noise from mechanical equipment, deliveries of commercial goods and supplies, trash pick-up, etc., to 65 dBA, as measured from the closest property line to such noise generating activity. Section 17.48.030 E.3.b limits noise from minor structures and mechanical

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

equipment to 65 dBA. For commercial properties which abut a residential district, such noise generating activities are allowed to occur only between the hours of 7:00 a.m. and 7:00 p.m., Monday through Sunday. Noise from construction activities is limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday.

Analysis of the proposed project uses the following thresholds of significance, which are consistent with the approach the City has taken in the past:

- Construction – Noise levels during construction exceed an average of 65 dBA at a noise-sensitive receptor location.
- Mobile-Source (Roadway) Noise – Noise attributable to project-related traffic volumes, or traffic volumes cause a 5 dBA increase in Community Noise Equivalent Level (CNEL) along a roadway segment with existing noise sensitive uses.
- Park Operations/Activities – Noise generated from activities at the park (including playground activity, basketball, tennis, parking lot operations, etc.), cause an exceedance of the County of Los Angeles Noise Exterior Ordinance Standards, as detailed in the following table:

Table 12-1:
County of Los Angeles Noise Exterior Ordinance Standards for Noise Zone 1: All Residential Properties

Maximum Time of Exposure	Noise Metric*	Noise Level Not To Be Exceeded Residential Zone	
		7 a.m. to 10 p.m. (daytime)	10 p.m. to 7 a.m. (nighttime)
30 Minutes/Hour	L50	50 dBA	45 dBA
15 Minutes/Hour	L25	55 dBA	50 dBA
5 Minutes/Hour	L8.3	60 dBA	55 dBA
1 Minute/Hour	L1.7	65 dBA	60 dBA
Any period of time	Lmax	70 dBA	65 dBA

*L(%) is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. L(%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example since 3 minutes is 50% of 60 minutes, L50 is the noise level that is equal to or exceeded for 30 minutes in an hour measurement period.

- Onsite Noise Exposure – The City uses a 65 dBA CNEL noise criteria for residential and other noise sensitive land uses when exposed to traffic and other transportation noise sources.

Construction Noise

Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. For the most part the

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

park design would utilize the existing topography of the site and construction activity onsite would be limited. However, grading would be needed for the park entrance, parking lot, and other areas. Heavy equipment for the park entrance and parking lot may operate within 50 feet of existing residences.

The peak noise level for most of the construction equipment that would be used onsite is 70 to 95 dBA at a distance of 50 feet. Noise levels at further distances are less. For example, at 200 feet, the peak construction noise levels range from 58 to 83 dBA. The average noise levels are typically 5 to 15 dB lower than the peak noise levels. Average noise levels (L50) at the nearest residences could be in the range of 65 to 85 dBA. The construction noise levels projected for the project are high and thus Mitigation Measures NOI-1 and NOI-2 are recommended. With the incorporation of these mitigation measures, construction activities onsite would not cause any significant noise impacts.

Mitigation Measure NOI-1: All construction activities shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Saturday. Construction shall be prohibited during all other time periods and all day on Sundays and legal holidays.

Mitigation Measure NOI-2: The following measures shall be employed by the project contractors:

- During all site excavation and grading, the project contractors shall equip all construction equipment fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction related noise sources and noise-sensitive receptors nearest the project site during all project construction. This measure will eliminate the potential for impact from staging area operations by insuring that staging areas are not adjacent to residences.
- Heavy equipment, specifically scrapers, diesel trucks, scrapers, front loaders and dozers, shall not work more than 4 hours in any 8 hour period within 100 feet of any residential structure.

With the above measures in place the average noise level during construction will not exceed 65 dBA at any residence.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Traffic Noise

Increased traffic caused by the project would result in increased traffic noise levels along the roadways in the vicinity of the project. Table 12-2 shows the expected incremental traffic noise level increases on adjacent roadways for the project. The noise level increases were calculated by MGA using traffic volumes presented in the project's Traffic Report (see Section 16 and Appendix D of this Initial Study). Examining the noise increase due to the project shows that the project is not projected to result in a substantial noise increase along any roadway segments. In fact, all noise increases due to the project would be no greater than 0.43 dB and would not be noticeable to local residents. In general, changes in noise levels of 3 dBA or less are generally not perceptible to most people, while changes greater than 5 dBA are readily noticeable. Based on this principle, and as noted above, traffic noise impacts would be considered significant if it were to increase noise levels at sensitive receptors by 5 dBA or more over ambient levels. Therefore, as illustrated in Table 12-2 below, the project's contribution to traffic noise levels would not be significant.

Table 12-2
Traffic Noise CNEL Increases (dB)

Roadway	Link	Increase
Hawthorne Boulevard	North of Verde Ridge	0.02
Hawthorne Boulevard	Verde Ridge to Doveridge	0.01
Hawthorne Boulevard	Doveridge to Locklenna	0.01
Hawthorne Boulevard	South of Locklenna	0.01
Doveridge Drive	East of Hawthorne	0.07
Locklenna Lane	West of Hawthorne	0.43
Verde Ridge Road	West of Hawthorne	0.05

Onsite Park Activities (Playground/Activity Lawn/Tennis & Basketball)

The list of activities that are envisioned at the park were presented previously in the Project Description. The majority of activities would generate little noise. The loudest noise events would probably involve children or adults occasionally yelling. The yelling would not be sustained. Three activity areas were considered where yelling might occur. These areas are the tennis courts, basketball court, and family play zone.

The maximum noise level at the closest residential area was projected for a yell from each of the play areas. A yell is 83 dBA at 3 feet away ("Noise Effects Handbook, A

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Desk Reference to Health and Welfare Effects of Noise," By Office of the Scientific Assistant Office of Noise Abatement and Control, U.S. Environmental Protection Agency, October 1979, Revised July 1981). In an outdoor environment, sound levels attenuate through the air as a function of distance. Such attenuation is called “distance loss” or “geometric spreading”, and is based on the source configuration, point source or line source. Accounting for attenuation, the resultant noise level for a yell from each of the three locations at the closest residence is presented in the following table:

Table 12-3
Noise Level From Yell

Activity Area	Distance to Residence (ft)	Noise Level (Lmax)
Tennis Court	120	51 dBA
Basketball Court	160	48 dBA
Family Play Zone	290	43 dBA

The Los Angeles County Noise Ordinance suggests that Lmax levels as measured near the property line should not exceed 70 dBA, and this is used as a significance threshold in this case. The noise levels are projected to be in the range of 43 to 51 dBA (Lmax), which are well below the significance threshold. Ambient noise measurements showed existing Lmax levels ranging from 60.5 to 72 dBA for the four measurement sites. The projected noise levels for yells are below these existing levels and, therefore, the noise levels from park activities would be below the ambient conditions. Therefore, there would not be a significant impact from park activities on the surrounding residential areas.

Parking Lots

Traffic associated with parking lots is not usually of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the Community Noise Equivalent Level (CNEL) scale. However, the instantaneous maximum sound levels generated by car door slamming, engine start-up, alarm activation and car pass-bys can still be annoying to nearby residents. Tire squeal may also be a problem depending on the type of parking surface. Tire squeal can be a problem on smooth concrete, but would not be an issue here since the parking lot is proposed to utilize a naturalized surface. The proposed parking lot entrance would be at least 60-feet from the closest existing residence while the proposed parking areas would be at least 100 feet. Estimates of the maximum noise levels associated with parking lot activities are presented in Table 12-4. These levels are based on measurements conducted by Mestre Greve Associates. The noise levels presented are for a distance of 100 feet from the source, and are the maximum noise level generated. A range is given to reflect the variability of noise generated by various automobile types

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

and driving styles.

Table 12-4
Maximum Noise Levels Generated by Parking Lots (dBA at 100 feet)

Event	Lmax
Door Slam	55 to 65
Car Alarm Activation	60 to 65
Engine Start-up	50 to 65
Car pass-by	50 to 65

The nearest residences to the proposed parking lot are the residences that are located directly south of the project along Locklenna Lane. It is estimated that the maximum noise level due to parking related activities at these residences could reach up to 65 dBA (Lmax) for very brief periods when the vehicle making the noise is both located in or near the parking stalls closest to the residences and operating at the loudest end of range shown in Table 12-4. The average noise levels would be expected to be much lower than 65 dBA due to the fact that noise generated by individual vehicles are transitory, and the maximum noise level would only occur a small fraction of the time. The maximum sound level of 65 dBA approaches but does not exceed the 65 dBA limit established in Section 17.12.030.F of the City's Development Code. Further, it does not exceed the Los Angeles County Noise Ordinance Lmax standard of 70 dBA as measured near the property, which is being used as a significance threshold. Since parking lot noise would not exceed 65 dBA at the closest residences, and since the loudest noise levels would only be experienced occasionally and for very brief periods of time, the project's parking lot noise is considered a less than significant impact.

Onsite Noise Exposure

Patrons of the proposed park would be exposed to the noise levels onsite, which is dictated primarily by traffic on nearby roadways. The distances to the future 55, 60 and 65 CNEL contours for the roadways in the vicinity of the proposed project site are presented in the following table:

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 12-5
Existing Plus Project Roadway Traffic Noise Levels

Roadway	Link	CNEL @ 100 ft	Distance to CNEL Contour from Centerline of Roadway (feet)		
			65 CNEL	60 CNEL	55 CNEL
Hawthorne Boulevard	North of Verde Ridge	62.7	70	150	325
Hawthorne Boulevard	Verde Ridge to Doveridge	57.9	33	72	156
Hawthorne Boulevard	Doveridge to Locklenna	57.9	33	72	156
Hawthorne Boulevard	South of Locklenna	57.9	33	72	156
Doveridge Drive	East of Hawthorne	41.9	RW	RW	RW
Locklenna Lane	West of Hawthorne	45.5	RW	RW	23
Verde Ridge Road	West of Hawthorne	49.4	RW	RW	42

RW = Noise contour falls within roadway right-of-way.

The only noise source near the project site would be traffic on Locklenna Lane. This roadway is over 25 feet away from any park activity area. The noise levels along this street on the park site would be slightly less than 55 CNEL. The noise levels shown in Table 12-5 show that the 55 CNEL noise contour falls 23 feet from the centerline of Locklenna Lane. Noise levels at distances greater than 23 feet will be less than 55 CNEL. The maximum noise exposure of 55 CNEL is a very low traffic noise exposure. Therefore, there would be no incompatibilities between the proposed park use and the noise environment.

12. b) Less Than Significant Impact: The Project includes minimal construction of structures and primarily involves earthmoving and roadway construction. Pile driving, a construction technique capable of producing excessive groundborne vibration and noise, for example, would not be required. The proposed project would utilize typical construction equipment and methods such as use of bulldozers and excavators, which would generate limited ground-borne vibration.

The City of Rancho Palos Verdes does not specify vibration standards in the Municipal Code. However, according to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level that can damage structures (source used is the U.S. Department of Transportation, Federal Transit

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Administration, Transit Noise and Vibration Impact Assessment, 2006). Based on the vibration data by the FTA, typical vibration velocities from the operation of a large bulldozer would be approximately 0.089 inches per second PPV at 25 feet from the source of activity. The nearest residential building where a bulldozer would be used, which is approximately 125 feet from the project construction site, would be exposed to vibration velocities of 0.006 inches per second PPV. As this value is considerably below the 1.0 inches per second PPV significance threshold (potential building damage for newer residential building), vibration impacts associated with construction would be less than significant at the nearest residential building.

Post-construction on-site activities would be limited to recreational activities that would include basketball and tennis at the respective locations, these uses would not generate excessive groundborne noise or vibration. As such, ground-borne vibration and noise levels associated with the Project would be less than significant.

12. c) Less Than Significant Impact: See Section 12(a), above. New sources of long-term noise would result from the proposed park improvements. This includes vehicular noises resulting from autos entering and exiting the site and utilizing the new parking area. Additional new sources of noise may arise from the proposed tennis courts and basketball court, and the new Family Play Zone. As shown in Tables 12-2, 12-3, and 12-4, and 12-5, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project and the project's long-term noise impacts are less than significant.

12. d) Less Than Significant with Mitigation Incorporated: See Section 12(a), above. Construction of the proposed project would generate average noise levels (L50) at the nearest residences that could be in the range 58 to 83 dBA. Mitigation Measures NOI-1 and NOI-2 are recommended to reduce construction noise impacts to a less than significant level.

12. e-f) Less than Significant Impact: The proposed project is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. The closest airport to the project site is the Torrance Municipal Airport, which is approximately 4 miles northeast of the site. This is a small municipal airport that typically supports only small, quieter, non-jet aircraft. Aircraft do fly over the project site as was confirmed during noise measurements. However, the combination of the relatively low frequency of occurrence of these flyovers, the short time duration of the flyovers, the large distance of the flying aircraft to the project site (i.e., the altitude of flying aircraft), and the low intensity of the noise energy emitted by these aircraft result in noise impacts at the project site that are only sufficient to make minor alterations to the average ambient noise level. Aircraft noise does not significantly impact the project site.

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION/HOUSING. Would the project:					
a) Induce substantial growth in an area either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?					■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?					■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?					■
13. a-c) **No Impact.** The proposed project involves the addition of both passive and active recreational-related amenities and improvements to an existing park within the existing property limits of the park. No new homes or businesses are proposed as part of the project. The park amenities and improvements are intended to better accommodate the needs of the existing population. Further, implementation of the proposed project would not displace existing housing or necessitate the construction of replacement housing elsewhere. As such, there would be no impacts upon population and housing as a result of the project.					
14. PUBLIC SERVICES.					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:					
i) Fire protection?				■	
ii) Police protection?				■	
iii) Schools?					■
iv) Parks?					■
v) Other public facilities?					■

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. a)i. Less Than Significant Impact. The County of Los Angeles Fire Department (LACFD) provides fire and paramedic service to the project area and the City of Rancho Palos Verdes. Fire Station 106 is the jurisdictional engine company for the proposed project. It is located approximately 2.3 miles from the project site at 27413 Indian Peak Road in Rolling Hills Estates. Although increased human activity on the site could increase demand on existing fire services and facilities, the proposed project is not anticipated to increase service ratios, response times, or other performance objectives to the extent that new or physically altered LACFD fire facilities would be required. **a) ii. Less Than Significant Impact.** The Los Angeles County Sheriff's Department (LASD) operates the Lomita Station in Lomita which serves the City of Rancho Palos Verdes. Similar to fire and emergency medical services, the proposed project would not increase the population of the City and, thus, is not anticipated to place significantly increased demands upon police services. While an increased number of visitors to the park may occur, any anticipated increase in calls for law enforcement services would be negligible and the LASD has sufficient facilities to handle any anticipated increase in calls for law enforcement services. **a) iii. No Impact.** The Project site is located within the Palos Verdes Peninsula Unified School District (PVPUSD). However, project implementation would not result in an increase in the District's student population. The proposed project would not result in the need for construction of new school facilities or the alteration of existing facilities within the PVUSD. **a) iv. No Impact.** The proposed project involves the addition of recreational-related amenities and improvements to an existing park within the existing property limits of the park. The proposed park improvements would assist the City in meeting the existing recreational needs of the community and provide for a wider and more diverse set of recreational activities. **a) v. No Impact.** See Responses to 14 a)i through 14 a)v**.** The proposed project involves the addition of recreational-related amenities and improvements to an existing passive park within the existing property limits of the park. No additional public or governmental services would be impacted by the proposed park improvements.					
15. RECREATION.					
a) Would the project increase the use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				■	
b) Does the project include recreational facilities or require the					■

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?					

15. a) Less Than Significant Impact. See response to 10 b), above. The proposed improvements to Lower Hesse Park are considered "enhancements" to an existing recreational park facility. As such, the park would continue to be used for active and passive recreational purposes, and will offer a greater array of such recreational uses than what is currently offered.

While the number of persons visiting the park may increase as a result of the project, this increase in visitors would be better accommodated with the planned improvements to the park such as the proposed flex lawn areas, Family Play Zone, playground, and the basketball and tennis courts. Visitors to the improved park would also benefit from improved vehicular access and an additional parking lot area. Overall, the project improves the lifespan of the park and makes it more supportive of a diverse set of recreational needs.

15. b) No Impact. See response to 10 b) and 15 a), above. The proposed project itself is planned improvements to an existing public park. As such, the project does not increase the need for additional recreational facilities. Instead, the proposed park improvements would help the City accommodate more diverse recreational needs of the community and would improve and extend the usefulness of the park.

16. TRANSPORTATION/TRAFFIC. Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?				■	
b) Exceed either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				■	
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?					■
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections)			■		

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or incompatible uses (e.g. farm equipment)?					
e) Result in inadequate emergency access?					■
f) Result in inadequate parking capacity?					■
g) Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	8,9				■

16. a-b) Less than Significant Impact: Arch Beach Consulting (Arch Beach) prepared a *Traffic Impact Analysis* (dated August 15, 2012) for the proposed project (Traffic Report), which is included in this Initial Study as Appendix D. This Traffic Report evaluated the proposed project pursuant to CEQA and the City's standards. Per these standards and guidelines, the thresholds for assessing the significance of a project's traffic impact are shown in the following tables:

Table 16-1
Significant Impact Thresholds for Intersections

Baseline (pre-project) Condition		Project V/C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

Source: County of Los Angeles, *Traffic Impact Analysis Report Guidelines*, 1997.

The project's Traffic Report estimates the peak hour (AM and PM) and average daily vehicle trips that would result from the proposed project, based on the trip generation rates identified by the Institute of Transportation Engineers (ITE) for a City Park (ITE Code 411) and Tennis Courts (ITE Code 490). Although the tennis courts trips would be captured within the overall City Park trip rates as an ancillary park use, to be conservative, trips from the tennis courts were calculated using the specific ITE trip rates for tennis courts and added to the park's overall trip generation. There are no specific trip rates for any other proposed recreational improvements (such as the basketball courts). Regardless, their trips are captured within the overall City Park rate. As shown in Table 16-2, based on this conservative methodology, the proposed project would generate 13 trips during the AM peak hour, 16 trips during the PM peak hour, and 129 daily trips.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 16-2
Project Trip Generation Estimates

Land Use	Size		Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates									
City Park (ITE Code 411)[1]	per	acre	1.59	0.22	0.22	0.44	0.22	0.22	0.44
Tennis Courts (ITE Code 490)[2]		court	33.31	0.84	0.83	1.67	1.42	1.41	2.83
Trip Generation									
City Park	18	acres	29	4	4	8	4	4	8
Tennis Courts	3	Courts	100	3	2	5	4	4	8
TOTAL TRIP GENERATION			129	7	6	13	8	8	16

Source: Arch Beach Consulting, *Traffic Impact Analysis, Lower Hesse Park*, March 12, 2012.
Notes:
Trip rates based on *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008.
[1] – ITE City Park rate only provides daily trips based on acreage. Peak hour trip rates are conservatively based on 50% of daily trips to occur during the two peak hours (25% during a.m. peak hour and 25% during p.m. peak hour). Also, trip rate includes trips for all other ancillary park uses, except for "tennis courts."
[2] – Trip rates not available for daily and p.m. peak hour using "court" variable, therefor rates determined proportionally for "court" and "acre" variables in ITE.

The project's Traffic Report intersection level of service (LOS) analysis included a study of three intersections potentially impacted by the project: Hawthorne Blvd/Locklenna Lane; Hawthorne Blvd./Doverridge Drive; and Hawthorne Blvd./Verde Ridge Road. In addition, the Traffic Report analyzed the future LOS at the proposed park driveway (Lower Hesse Park Driveway/Locklenna Lane). The Existing plus Project a.m. and p.m. peak hour traffic volumes were input into the traffic LOS software to determine the Existing plus Project's intersection delay and LOS values at the study area intersections. Based on the LOS analysis, the proposed project would not create a significant impact to the study area intersections, as all intersections would continue to operate with satisfactory LOS at LOS D or better in the peak hours – see Table 16-3. The traffic volumes from the proposed project would add less than one second of delay to the stop-controlled approaches at the existing intersections in both peak hours. In addition, the new unsignalized driveway intersection on Locklenna Lane is forecast to operate at LOS A in both peak hours, with 8.8 seconds of delay on the driveway approach in the a.m. peak hour, and 8.7 seconds of delay in the p.m. peak hour.

The project's Traffic Report also evaluated cumulative conditions. Cumulative year baseline traffic was forecast for the year 2015 by applying an ambient growth rate of 0.660 percent per year, based on the Los Angeles County Congestion Management Program (CMP) ambient growth rate for the "South Bay" area of Los Angeles County, to the existing traffic volumes for a growth factor of 1.020. In addition, traffic from 13 cumulative (i.e., approved and/or pending) projects within driving proximity to the

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

project site were added to the study area street network. The cumulative projects are anticipated to generate 7,198 daily trips, including 405 a.m. peak hour trips, and 646 p.m. peak hour trips. It should be noted that based on the distance of most of the cumulative projects and the surrounding street network, only a fraction of those trips would pass by the project site on Hawthorne Boulevard (approximately 85 total trips in the a.m. peak hour, and 94 total trips in the p.m. peak hour). In the cumulative baseline scenario, all of the evaluated intersections would operate at an acceptable LOS (see Table 16-4), with the exception of the Hawthorne Boulevard/Verde Ridge Road intersection, which is forecast to operate at LOS E in the a.m. peak hour. Despite being expected to operate at an unacceptable LOS, a traffic signal is not warranted at this intersection in the cumulative baseline scenario. To warrant a signal, the intersection would need to experience 150 vehicles per hour for a two lane approach (i.e., the minimum volume threshold), whereas the effective intersection approach (eastbound Verde Ridge Road) would only experience 102 vehicles per hour.

When project trips are added to the cumulative scenario, the Hawthorne Boulevard/Lacklenna Lane and Hawthorne Boulevard/Doverridge Drive intersections would continue to operate at acceptable levels of service (see Table 16-4). In addition, the new unsignalized driveway intersection on Locklenna Lane would operate at LOS A in both peak hours, with 8.8 seconds of delay on the driveway approach in the a.m. peak hour, and 8.7 seconds of delay in the p.m. peak hour.

In both the cumulative baseline scenario and the cumulative baseline plus project scenario (i.e., with or without the project), the Hawthorne Boulevard/Verde Ridge Road intersection would operate at an unacceptable LOS E in the a.m. peak hour. The project would add 1.5 seconds of delay to the stop-controlled approaches at this intersection. However, the project would not cause a traffic signal warrant to be met. With the project, the eastbound Verde Ridge Road approach would experience 103 vehicles per hour, one more vehicle per hour than in the cumulative baseline condition, and less than the minimum volume needed to warrant a signal, which is 150 vehicles per hour for a two lane approach. Therefore, while the Hawthorne Boulevard/Verde Ridge Road intersection is forecasted to operate at an unacceptable LOS, the project's contribution to this intersection is not considerable and the project's impact is less than significant.

It should be further noted that the City was awarded a grant to synchronize the traffic signals along Hawthorne Boulevard. Upon successful completion of this synchronization, access to and from Hawthorne Boulevard will be improved. The synchronization project will improve safety along Hawthorne Boulevard by reducing speed, creating gap opportunities for side-street access, and improve vehicle flow.

The Los Angeles County CMP does not require traffic impact analyses for projects that contribute less than 50 trips to CMP arterial monitoring intersections during either the AM or PM weekday peak hours. Likewise, the City of Rancho Palos Verdes does not

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

normally require an analysis for intersections that receive less than 50 peak hour trips from a project. None of the intersections that would be potentially impacted by the project are CMP monitoring intersections and none would receive more than 50 peak hour trips. Therefore, the proposed project would not exceed, either individually or cumulatively, an established level of service standard or any other circulation system performance measures established by the Los Angeles County CMP, and the project would cause no related significant impacts.

Table 16-3
Level of Service Analysis

Intersection	Existing Conditions				Existing Plus Project Scenario			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS
Lower Hesse Park Dwy/Locklenna Ln.*	NA	NA	NA	NA	8.8	A	8.7	A
Hawthorne Blvd./Locklenna Ln.*	14.3	B	15.3	C	14.8	B	15.8	C
Hawthorne Blvd./Doverridge Dr.*	27.8	D	22.0	C	28.0	D	22.1	C
Hawthorne Blvd./Verde Ridge Rd.*	32.1	D	17.3	C	33.1	D	17.8	C

* Unsignalized intersection, measured in seconds of delay.

Table 16-4
Cumulative Baseline (Year 2015) Level of Service Analysis

Intersection	Cumulative Baseline Conditions				Cumulative Plus Project Scenario					
	AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS	Change	ICU or Delay (Sec)	LOS	Change
Lower Hesse Park Dwy/ Locklenna Ln.*	NA	NA	NA	NA	8.8	A	+8.8	8.7	A	+8.7
Hawthorne Blvd./ Locklenna Ln.*	15.4	C	16.7	C	16.0	C	+0.6	17.3	C	+0.6
Hawthorne Blvd./ Doverridge Dr.*	32.6	D	24.9	C	32.9	D	+0.3	25.0	D	+0.1
Hawthorne Blvd. /Verde Ridge Rd.*	42.2	E	19.3	C	43.7	E	+1.5	20.0	C	+0.7

* Unsignalized intersection, measured in seconds of delay.

16. c) No Impact: The project site is not within an airport land use plan or within two miles of a public airport or public use airport. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

aircraft. Therefore, the proposed project would have no impact to air traffic patterns.

16. d) Less Than Significant with Mitigation Incorporated: The project's Traffic Report provides the following analysis of the project access and circulation:

Project Access and Circulation

Based on review of the project site plan, vehicular access to the site would be provided by a new driveway connecting to Locklenna Lane, at the southern end of the project site. The driveway would be two lanes wide, with one lane in each direction. The vehicular access into and out of the site would be provided at a new unsignalized intersection on Locklenna Lane that would allow for full access into the site. Due to the relatively low through volumes on Locklenna Lane, no left- or right turn pockets into the site would be required. Internal circulation would occur on a two-way drive aisle that would be required to be designed to City standards. Parking stalls would be located on both sides of the drive aisle. A vehicle "hammerhead" turn-around would be provided at the end of the drive aisle.

Stop Sign Installation

There have been comments from residents about for the need to install Stop Signs along Locklenna Lane. The installation of Stop Signs is based on policies and guidelines set forth in the California Manual of Uniform Traffic Control Devices (MUTCD, September 2006). These policies and guidelines are detailed in the projects Traffic Report in Appendix D of this Initial Study. Based on the criteria from the California MUTCD, due to the low volumes on the side streets (such as Faircove Drive) along Locklenna Lane, the installation of all-way stop control (Stop Signs) on Locklenna Lane would not be warranted per the California MUTCD. Further, the additional traffic generated by the proposed project does not result in the need for installation of Stop signs on Locklenna Lane.

Sight Distance

The proposed driveway location on Locklenna Lane contains a horizontal curve, and low natural landscaping. With the addition of the new driveway, the landscaped areas on both sides of the driveway should remain clear of obstructions to provide adequate visibility for traffic traveling into and out of the project site.

In addition, the Traffic Report included a Stopping Sight Distance analysis which was conducted using the methodology from the American Association of State Highway Transportation Officials' (AASHTO) "Green Book." According to this

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

analysis, the typical speed limit on Locklenna Lane is 25 MPH with an assumed design speed of 40 MPH. Based on the AASHTO's Green Book, the minimum stopping sight distance would be 305 feet.

The sight line analysis for the proposed new southbound approach from Lower Hesse Park to Locklenna Lane indicated the presence of existing landscaping interfering with the project driveway entrance and that this landscaping should be cleared to avoid potential sight distance conflicts with eastbound and westbound traffic traveling on Locklenna Lane. In addition, and to ensure safe vehicular access to and from the park, on-street parking on the north side of Locklenna Lane should be prohibited approximately 50 feet east of the project driveway.

Mitigation Measures TRAF-1 and TRAF-2 incorporate the traffic consultant's sight distance recommendations. With the incorporation of these measures, the proposed project would not increase hazards due to a design feature or incompatible use, and would have no associated significant impacts.

Mitigation Measure TRAF-1: To the satisfaction of the City Public Works Department, the landscaping located at the proposed new entrance to the park shall be of a type that avoids potential sight distance conflicts with eastbound and westbound traffic traveling on Locklenna Lane.

Mitigation Measure TRAF-2: On-street parking on the north side of Locklenna Lane shall be prohibited within 50 feet east of the project driveway.

16. e) No Impact: The project's ingress/egress and circulation are required to meet the Los Angeles County Fire Department's standards, which ensure new developments provide adequate access for emergency vehicles. The project site and surrounding roadway network do not pose any unique conditions that raise concerns for emergency access, such as narrow, winding roads or dead-end streets. Thus, standard engineering practices are expected to achieve the Fire Department's standards. Furthermore, final project plans are subject to review and approval by the Fire Department to ensure that the site's access complies with all Fire Department ordinances and policies. With the required compliance with all Fire Department ordinances and policies, the project would not cause significant impacts due to inadequate emergency access. Therefore, the project would have no impact related to emergency access.

16. f) No Impact: The City's Municipal Code does not provide parking requirements for park uses. However, based on discussions with City staff, the proposed 50-space parking lot on the project site was determined to be adequate based on the comparison of the number of spaces provided at other similar, existing parks within the City. Also, because public on-street parking is permitted along both sides of Locklenna Lane, park patrons would be able to park along Locklenna Lane if additional parking is needed.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Therefore, no impacts related to parking are anticipated.

16. g) No Impact: The construction and operation of the proposed park would not place any permanent or temporary physical barriers on any existing public streets that could impede bicycle, pedestrian, or other alternative modes of transportation. Furthermore, all development for the proposed project would occur onsite and, thus, the proposed project would not impose any physical barriers on any existing pedestrian, bicycle, or vehicle travel routes. The proposed park would support pedestrian and bicycle transportation by including various foot and bike paths. Therefore, the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and the project would have no related impacts.

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES/SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				■	
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?				■	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				■	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				■	
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?				■	

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?					■
g) Comply with federal, state, and local statures and regulations related to solid waste?					■

17. a) Less Than Significant Impact. The County Sanitation Districts of Los Angeles County, District No. 5 provides wastewater service to the project area. Wastewater generated by the proposed project would be treated at the Joint Water Pollution Control Plant (JWPCP). The amount of wastewater generated by the project would be minimal as the only wastewater generation that would occur onsite would be from drinking fountains and the new restrooms. Taken together, these sources of wastewater are not expected to noticeably affect the capacity of the County Sanitation District to service the park with the proposed improvements.

17. b) Less Than Significant Impact. The Los Angeles County Department of Public Works (DPW) and County Sanitation Districts of Los Angeles County maintain and operate the wastewater system within the City of Rancho Palos Verdes. The DPW is responsible for the collection of sewage from its source of origin and the County Sanitation Districts are responsible for operating and maintaining the network of trunk lines and the wastewater treatment facilities.

The California Water Service Company (CWSC) provides water service to the project area. The City would be required by the CWSC to make all improvements necessary to extend water service to this portion of the park site (e.g., onsite potable water connection for the restroom building and onsite irrigation lines, if necessary). However, the infrastructure is already present in the Upper Hesse Park area, which would facilitate providing such infrastructure to the Lower Hesse Park area. The availability of water supplies would be sufficient to serve the improved park and there would not be a need for new or altered water supply facilities to serve the improved park. This is because the increased water demand would be minimal, consisting only of restroom facilities, drinking fountains, and on-site irrigation of the lawn area and vegetated areas. Modifications, upsizing, and realignments of water and wastewater facilities would not result from these kinds of facilities at a public park and no physical impacts associated with water and wastewater utility improvements would occur. Furthermore, a formal water supply assessment is not required for the project, because the project's increase in water demand would be far less than the amount of water required by a 500 dwelling unit project, which is the study threshold established in Water Code § 10912(a)(7).

17. c) Less Than Significant Impact. See Responses to 9 c), d), and e).

17. d) Less Than Significant Impact. See Response to 17 b).

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

17. e) **Less Than Significant Impact**. See Response to 17 a).

17. f) **No Impact.** The proposed park improvement project would not generate significant amounts of additional solid waste beyond existing conditions. Increased visitation of the improved park and use of its facilities by local residents are expected to generate only minimal amounts of solid waste (trash and recyclables). The expanded park facility is not expected to increase the existing service schedule by the City's waste hauler, and the haulers would dispose of the waste at area landfills that have sufficient capacity to handle this level of solid waste generation. In addition, the City's waste recycling programs at the park (e.g., separate bins for recyclable materials) would be in effect, thus further reducing on-site solid waste generation.

17. g) **No Impact.** The project would be required to comply with adopted programs and regulations pertaining to solid waste. Refer also to Response 17. f).

Environmental Checklist

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE.					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			■		
b) Does the project have impacts that are individually limited, but cumulatively considerable?				■	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?					■

18. a) Less than Significant Impact with Mitigation Incorporation: Based on the analysis in Sections 4 and 5 of this document and implementation of the recommended mitigation measures (BIO-1, BIO-2, BIO-3) the proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, the proposed project does not result in a Mandatory Finding of Significance due to impacts to biological or cultural resources.

18. b) Less than Significant Impact: The proposed project would not cause impacts that are cumulatively considerable. The project has the potential to contribute to cumulative air quality, biological resource, hydrology, water quality, noise, public services, traffic, and utility impacts. However, none of these cumulative impacts are significant, except for cumulative air quality conditions (i.e., the SCAB is a non-attainment basin) and future traffic conditions at the Hawthorne Boulevard/Verde Ridge Road intersection; and the proposed project would not cause any cumulative impacts to become significant. Sections 3 b-d) of this document specifically analyzes the project's contribution to cumulative air quality conditions. As identified in this section, the project's contribution to both regional and local air quality conditions is not considerable and less than significant. Similarly, Section 16 a-b) of this document evaluates cumulative traffic impacts. As identified in this section, the Hawthorne Boulevard/Verde Ridge Road

Issues and Supporting Information Sources	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

intersection would operate at an unacceptable LOS with or without the project, and the project's contribution to this traffic condition is not considerable and less than significant. Therefore, the proposed project would not result in a mandatory finding of significance due to cumulative impact considerations.

18. c) No Impact: As discussed in Sections 8 and 16 of this document, the proposed project would not expose persons to flooding or transportation hazards. Section 6 of this document explains that occupants of the proposed project could be exposed to strong seismic earth shaking due to the potential for earthquakes in Southern California. The earth and geology conditions of the site would be alleviated by the required compliance with the California Building Code and, thus, the proposed project would not result in adverse effects on human beings from geotechnical considerations. Therefore, the project would not create environmental effects that would cause substantial adverse effects on humans.

19. EARLIER ANALYSES.
a) **Earlier analysis used.** Identify and state where they are available for review.
b) **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
c) **Mitigation measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.
19. a-c) Earlier analysis was not used for this project.
Authority: Public Resources Code Sections 21083 and 21087. **Reference:** Public Resources Code Sections 21080 (c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 321094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonofff v. Monterey Board of Supervisors*, 222 Cal. App. 3d 1337 (1990).

20. SOURCE REFERENCES.	
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