LEUZINGER HIGH SCHOOL ATHLETIC FACILITIES IMPROVEMENTS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

PREPARED FOR:

Centinela Valley Union High School District
14901 S. Inglewood Avenue
Lawndale, CA 90260

PREPARED BY:

ICF
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Contents

Tables

Figures

Acronyms and Abbreviations

AB	Assembly Bill
AB52	Assembly Bill 52
ADA	Americans with Disabilities Act
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
bgs	below ground surface
BMPs	best management practices
CAAQS	California Ambient Air Quality Standards
CAO	Cleanup and Abatement Order
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CDO	Cease and Desist Order
CEQA	California Environmental Quality Act
CGP	Construction General Permit
City	City of Los Angeles
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CNPS Inventory	California Native Plant Society Inventory of Rare, Threatened, and Endangered Plants of California
CO	carbon monoxide
CO Plan	Federal Attainment Plan for Carbon Monoxide
CO2	Carbon-dioxide
Construction General Permit	General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities
CRHR	California Register of Historical Resources
District	Centinela Valley Union High School District
DOT	Department of Transportation
DPM	diesel particulate matter
DPR	Department of Recreation
DSA	Division of the State Architect
DTSC	California Department of Toxic Substances Control
EFZ	Earthquake Fault Zone
EIR	Environmental Impact Report
EMG	Bureau of Engineering Environmental Management Group
FAR	Floor Area Ratio
GHG	greenhouse gas
Green line	Metro C Line

HQTA	High Quality Transit Area
I-105	Glenn Anderson Freeway Interstate 105
I-405	San Diego Freeway Interstate 405
IPaC	Information for Planning and Consultation
LACoFD	Los Angeles County Fire Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LASD	Los Angeles County Sheriff's Department
LCAP	Local Control and Accountability Plan
LED	light emitting diode
LID	Low Impact Development
Los Angeles County General Plan	Los Angeles Department of Regional Planning
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
Metro	Los Angeles County Metropolitan Transportation Authority
MMT	million metric tons
MT	metric ton
NAAQS	National Air Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NOI	Notice of Intent
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OPR	Office of Planning and Research
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PRDs	Permit Registration Documents
proposed Project	Leuzinger High School Athletic Facilities Improvements Project
RPR	California Rare Plant Rank
RTP/SCS	SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SMARTS	Stormwater Multiple Application and Report Tracking System
SO_2	sulfur dioxide
SRA	Source Receptor Area
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan

TIA	Transportation Impact Analysis
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
VOC	volatile organic compound
WDID	Waste Discharge Identification Number
Working Group	CEQA Significance Threshold Stakeholder Working Group

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Chapter 1
Introduction

Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects, identifying means of avoiding environmental damage, and disclosing to the public the reasons behind a project's approval, even if it leads to environmental damage. The Centinela Valley Union High School District (District) has determined the proposed Project is subject to CEQA, and no exemptions apply. Therefore, the preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that a project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise, the lead agency may adopt a negative declaration or mitigated negative declaration.

This initial study has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.).

Document Format

This initial study is organized into eight sections, as follows:

- Chapter 1, Introduction: provides an overview of the Project and the CEQA environmental documentation process.
- Chapter 2, Project Description: provides a description of the Project location, Project background, and Project components.
- Chapter 3, Existing Environment: provides a description of the existing environmental setting, with a focus on features of the environment that could affect the proposed Project or be affected by the proposed Project.
- Chapter 4, Environmental Effects/Initial Study Checklist: presents the CEQA Checklist for all impact areas and mandatory findings of significance. This section includes a discussion of the environmental effects and identifies applicable mitigation measures.
- Chapter 5, Mitigation Measures: provides the mitigation measures that would be implemented to ensure that potential adverse impacts of the proposed Project would be reduced to a less-than-significant level.
- Chapter 6, Preparation: provides a list of key personnel involved in the preparation of this report and key personnel consulted.

- Chapter 7, Determination – Recommended Environmental Documentation: provides the recommended environmental documentation for the proposed Project.
- Chapter 8, References: provides a list of reference materials used during the preparation of this report.

CEQA Process & Availability of the Initial Study/Mitigated Negative Declaration

Once the adoption of a negative declaration (or mitigated negative declaration) has been proposed, a public comment period opens for no less than 20 days, or 30 days if there is state agency involvement. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the initial study and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed Project. If a reviewer believes the Project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments. Comments on the document and responses to comments will be included in the record and considered by the District during preparation of the Final IS/MND.

Written comments can be submitted to:

Ron Hacker
hackerr@centinela.k12.ca.us
Centinela Valley Union High School District
14901 South Inglewood Avenue
Lawndale, CA 90260

After the close of the public review period, the School Board of the District, as the decision-making body, will consider the mitigated negative declaration, together with any comments received during the public review process, and will consider whether to approve the proposed Project and adopt the mitigated negative declaration.

During the Project approval process, individuals and/or agencies may address the School Board regarding the proposed Project. The School Board agenda can be obtained by visiting the School's website online at:

https://www.centinela.k12.ca.us/.

If the proposed Project is approved, the District will file a Notice of Determination with the County Clerk within five days. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the proposed Project, and to issues that were presented to the lead agency by any person, either orally or in writing, during the public comment period.

As a covered entity under Title II of the Americans with Disabilities Act (ADA), the District does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

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Chapter 2
Project Location and Environmental Setting

The proposed Leuzinger High School Athletic Facilities Improvements Project (proposed Project) is located on the grounds of the Leuzinger High School campus, which is located at 4118 West Rosecrans Avenue within the incorporated City of Lawndale in southwest Los Angeles County (see **Figure 1**, *Project Vicinity*).

Leuzinger High School is part of the larger Centinela Valley Union High School District (District). The District serves about 6,800 students in grades 9–12 from Lawndale, Hawthorne, Lennox, Del Aire, and El Camino Village and is comprised of Hawthorne High School, Lawndale High School, and R.K. Lloyde Continuation High School in addition to Leuzinger High School.[1]

The Project site, which is located within the northwest corner of the Leuzinger High School campus, encompasses approximately 13 acres and is bounded by Rosecrans Avenue on the north, Larch Avenue on the west, the existing Leuzinger High School campus to the east, and the Lawndale Elementary School District Administrative Offices to the south as well as multi- and single-family residences to the southwest. The Leuzinger High School campus, including the Project site, occupies approximately 20 acres and is zoned I, designated for Institutional land uses.

The Project site is currently occupied by Leuzinger High School athletic facilities including baseball and softball fields, outdoor basketball courts, a football stadium with 1,464-seat home bleachers and 858-seat visitors bleachers as well as a track, tennis courts, and surface parking containing 20 spaces. Landscaping on the site is limited to grass fields and a small number of ornamental trees and shrubs. The softball field and outdoor basketball courts are located on the northwest corner of the site. The football field and track are located directly south of the softball field and outdoor basketball courts and east of Larch Avenue. The baseball field and tennis courts are located directly south of the football field and track and approximately 190-feet east of Larch Avenue with existing campus facilities to the west (see **Figure 2**, *Existing Environment*).

The Project site is located in a mixed public, residential, and commercial area. Multi- and single-family residences lie to the north. To the east is the existing Leuzinger High School campus and multi- and single-family residences are located further east. Directly south is Lawndale Elementary School District Administrative Offices and multi- and single-family residences lie to the southwest. To the west are multi- and single-family residences with various retail commercial further west along Hawthorne Boulevard.

[1] https://www.bing.com/search?q=Centinela+Valley+Union+High+School+Campus&cvid=65cb437786d94c0db8a100ce76cf886b&FORM=ANNTA9&PC=U531; accessed 11/12/2020.

Figure 1
Project Vicinity
Leuzinger HS Athletic Facilities Project

Figure 2
Existing Environment
Leuzinger HS Athletic Facilities Project

Primary regional access to the Project Site is provided by the San Diego Freeway Interstate 405 (I-405), which runs in a north-southeast direction approximately 0.8 miles southwest of Leuzinger High School; the Glenn Anderson Freeway Interstate 105 (I-105), which runs in an east-west direction approximately 1.7 miles north of the Project site; and the Harbor Freeway/State Route 110 (I-110/SR 110), which runs in a north-south direction 3.3 miles to the east. In addition, the Project site is also located in close proximity to rail and bus lines, including the Metro C Line (Green line) Marine/Redondo Beach Station approximately 1.2 miles to the southwest of the Project site, and Metro bus routes 40, 125, and 211 and Metro Rapid line 740 are located within 0.3 miles of the campus. The Project site is approximately 0.9 miles northwest of the 15.7-mile-long Dominguez Channel, which begins in Hawthorne and discharges into the Los Angeles Harbor in the east basin (Los Angeles Sanitation). The Project site is also located in proximity to public parks, the nearest being Jim Thorpe Park located approximately 0.3 miles northeast of the campus and Bodger Park located approximately 0.7 miles to the southeast.

The Project site is located within a relatively flat alluvial plain and is several miles from any hills or mountains (City of Lawndale 2015). The Project site is located 2 miles east of the Newport-Inglewood Fault Zone. Liquefaction is not considered a significant risk in Lawndale as the City is not located within an area identified as having the potential for liquefaction (City of Lawndale 2015). The site is not within a designated hillside, airport hazard, coastal zone, farmland, fire hazard severity zone, hazardous waste site, landslide, liquefaction, fault rupture, or tsunami inundation zone (City of Lawndale 2015).

Chapter 3
Project Description

The Project would replace the existing softball field and outdoor basketball courts, football field and track, baseball field, and tennis courts (see **Figure 3**, *Project Site Plan*).

The existing softball field and outdoor basketball courts would be replaced by a softball/multi-use field with outdoor basketball courts (approximately 3.5 acres). The softball/multi-use field improvements would include home and visitors dugouts, a new scoreboard that would be located to the north and would measure 6-feet, 6 inches in height and 20-feet wide and relocating the existing scoreboard to the southwest of the field.

The existing football field and track would be replaced by a new outdoor football field and track (approximately 5.7-acres), outdoor basketball courts, and a home and visitor concession buildings, each measuring 6,347 square-foot and 1,584 square-foot, respectively. A new scoreboard would be included and would be located to the west and would measure 8-feet in height and 18-feet wide. Bleachers would also be improved with aluminum decking and be installed on the south side of the outdoor football field and track as well as the north side. The southern bleachers, home side, would measure 116-feet in height and would contain 1,504 seats, 18 of which would be wheelchair spaces, 18 for companion seating, and 18 for semi-ambulant seating. The northern bleachers, visitor side, would measure 112-feet in height and would contain 1,018 seats, 11 of which would be wheelchair spaces, 11 for companion seating, and 11 for semi-ambulant seating. The new bleachers would increase seating capacity by 40 seats for the home bleachers and 160 seats for the visitor bleachers.

The existing baseball field and tennis courts would be replaced by a new baseball field with two parking lots totaling 51 spaces (approximately 3.1-acres). The new baseball field would include two dugouts measuring 641 square-feet and a scoreboard that would be located to the east and would measure 7-feet in height and 25-feet wide.

The Project would include new synthetic turf that would be installed on the softball/multi-use field, outdoor football field, and baseball field and new synthetic track would surround the outdoor football field. The outdoor basketball courts would also be replaced with new synthetic court striping.

The field improvements would provide outfield fencing ranging from 6-feet to 25-feet in height and netting ranging from 20-feet to 40-feet in height.

New athletic field lighting would be installed in place of and in addition to existing lighting. The proposed new LED lighting would be pointed downward and fully shielded. Lighting locations, quantity, and heights are provided in **Table 1:** *Proposed Lighting* and **Figure 4:** *Pole Locations*. The additional field lighting would improve safety for those using the athletic facilities and it would provide the District with greater flexibility in scheduling athletic events and activities.

The Project would also upgrade the storm drain system and existing utilities on the Project site.

The Project would also include new site furnishings including bike racks, drinking fountains, trash receptacles, recycling receptacles, a flagpole, tree grates, and benches.

Figure 3. Project Site Plan

Source: LPA, Centinela Valley Union High School District, 2020.

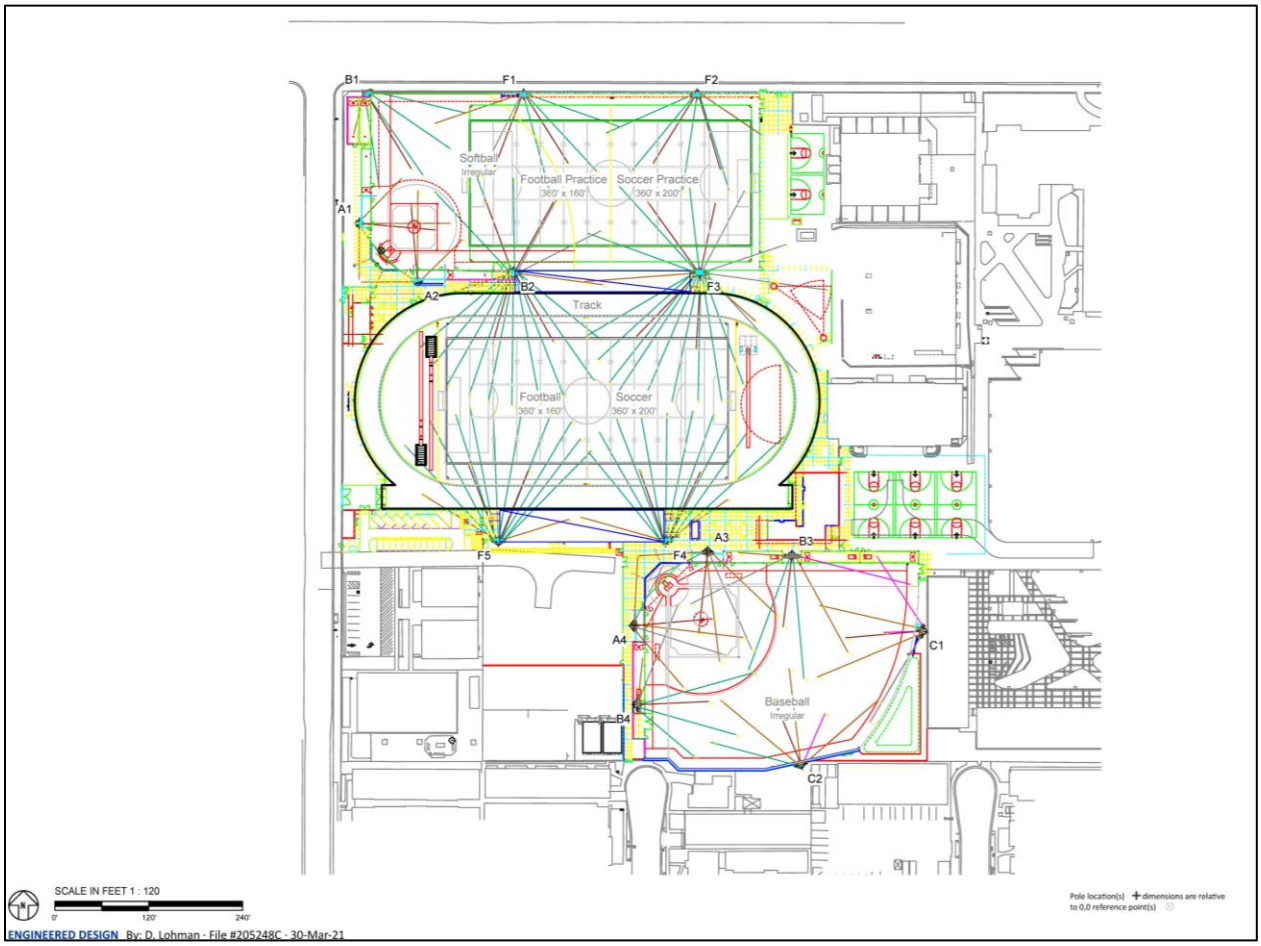
Table 1. Proposed Lighting

Pole			Luminaires	
Quantity	**Location**	**Size (feet)**	**Mounting Height (feet)**	**Quantity Pole**
2	A1-A2	60	60	2
			15.5	1
			50	1
			60	1
2	A3-A4	70	15.5	1
			60	1
			70	4
1	B1	60	60	4
			15.5	1
			60	1
1	B2	80	80	5/10*
			22	2/2*
			70	2
			80	1
1	B3	80	80	1
			15.5	1
			80	5
1	B4	80	80	3
			15.5	1
			80	2
1	C1	70	70	1
			15.5	1
			70	4
1	C2	70	70	2
			15.5	1
			70	3
2	F1-F2	60	15.52	2
			60	5

Pole			Luminaires	
Quantity	**Location**	**Size (feet)**	**Mounting Height (feet)**	**Quantity Pole**
1	F3	80	22	2/2*
			70	2
			80	5/11*
2	F4-F5	80	22	2
			70	2
			80	10
15	**TOTALS**			**139**

* This structure utilizes a back-to-back mounting configuration.
Source: Musco Sports Lighting, LLC., Preliminary Photometrics Plans, 2021.

Figure 4. Pole Locations



Source: Musco, 2021.

Construction Activities

Compliant with the City of Lawndale's municipal code, construction would run Monday through Friday between the hours of 7:00 AM and 4:00 PM. Although it is not anticipated, construction could occur on Saturdays between the hours of 8:00 AM and 5:00 PM. Construction of the Project would require the demolition of the existing, approximately 10,000 square-foot bleachers, approximately 90,000 square-feet of hardscape, and 320,000 square-feet of landscape. All other buildings located on the Project Site are portable and would be removed. Excavation depths would range from 5-feet to 8-feet and trees located in fields would be removed. Total soil export would be approximately 20,000 cubic yards, which would require approximately 10 trucks a day for 120 days to haul soil to the Azusa landfill. There would be an average of 20 construction workers onsite with a max of 40 construction workers at one-time. Construction of the Project would occur in 10 phases from approximately July 2021 through December 2022, as seen in **Table 2:** *Construction Phasing & Daily Workers.*

Table 2. Construction Phasing & Daily Workers

Phase	Start (month/year)	Finish (month/year)
Demolition	July 2021	August 2021
Site Preparation	Concurrent with grading.	
Grading/Excavation	September 2021	December 2021
Drainage/Utilities/Trenching	November 2021	March 2022
Foundations/Concrete Pour	October 2021	February 2022 (buildings) & September 2022 (flatwork)
Building Construction	December 2021	October 2022
Paving	May 2022 & October 2022	May 2022 & October 2022
Architectural Coatings	September 2022	October 2022
Synthetic Track	October 2022	December 2022
Fields/Bleachers	June 2022	December 2022

Source: Centinela Valley Union High School District, 2020.

Operational Activities

It is anticipated that the type, number, and frequency of athletic events and activities that would occur after completion of the Project improvements would not change substantially from what currently occurs. However, with the proposed new lighting on the softball/multi-use and baseball fields, some events on those fields may occur in the evening hours, up to approximately 10 pm, rather than during the afternoon as currently occurs.

Project Actions and Approvals

Additional anticipated approvals or permits for the Project would include, but are not limited to, the following:

Table 3. Anticipated Permits and Agency Approvals

Responsible Agency	Anticipated Permits and Approvals
Centinela Union Valley High School District	IS/MND and Mitigation Monitoring and Reporting Program adoption and Project approval
Regional Water Quality Control Board	National Pollutant Discharge Elimination System (NPDES) permit
California Department of Transportation (Caltrans)	Caltrans transportation permit, in the event oversized-transport vehicles would use State highways

Source: ICF, 2020.

Chapter 4
Environmental Checklist

Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this Project (i.e., the Project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

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

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

Signature	4/8/2021
	Date
Lee Lisecki, ICF	Centinela Valley Union HS District
Printed Name	For

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from *Earlier Analyses*, as described in #5 below, may be cross-referenced.)
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where earlier analyses 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 Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for a project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

I. Aesthetics

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a. Have a substantial adverse effect on a scenic vista?

No Impact. The 1991 General Plan for the City of Lawndale does not identify any scenic resources. As a very urbanized and developed City, there are few scenic resources within the City, and scenic viewpoints from the City are limited to views of the San Gabriel Mountains to the northeast, the Santa Monica Mountains to the north and the hills of the Palos Verdes Peninsula to the southwest.

Eligible and/or officially designated state and/or county scenic highways in Los Angeles County, as defined by the California Department of Transportation (2011), include portions of Pacific Coast Highway (State Route [SR] 1), SR-2, I-5, SR-27, SR-39, SR-57, US-101, SR-118, SR-126, and I-210 (Caltrans 2011). Lawndale has no City-, County- or State-designated scenic highways or corridors. Furthermore, due to the physical urban features of the local streets, highways and surrounding cityscapes, no potential exists within the foreseeable future for satisfying the criteria necessary for scenic highways. The nearest eligible scenic highway, a portion of SR-1, is located over 12 miles north of the proposed site.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?

No Impact. The Project site is not located near any state scenic highway. No rock outcroppings or historic buildings would be removed from the Project site. No scenic resources within a scenic highway or special designated area for street trees would be damaged or removed.

The Project site contains some mature trees and vegetation, which would be removed during construction; however, they are not considered a scenic resource within a state scenic highway. None of the trees that could be removed are protected species. Any trees that would be removed would be marked by the construction contractor and approved for removal by the owner or owner's representative prior to removing or cutting trees. Additionally, the proposed Project includes new landscaping and green space. Therefore, no impacts to scenic resources would occur and no mitigation measures would be required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-Significant Impact. The Project site is in an urbanized area within an existing school campus. The existing visual environment surrounding the Project site is characterized by a mix of public, residential, and commercial low- to medium-density uses. Multi- and single-family residences lie to the north. To the east is the existing Leuzinger High School campus and multi- and single-family residences further east. Directly south is Lawndale Elementary School District Administrative Offices and multi- and single-family residences to the southwest. To the west are multi- and single-family residences with various retail commercial further west along Hawthorne Boulevard. The Project site is currently developed with Leuzinger High School athletic facilities including baseball and softball fields, outdoor basketball courts, a football and track and field stadium, tennis courts, and surface parking.

Views from private residences surrounding the Project site are not protected under CEQA, and therefore are not further discussed. Construction of the proposed Project would include the presence and use of heavy machinery including, but not limited to, large trucks, bulldozers, and a construction staging area. Construction activities associated with the proposed Project are considered a temporary, short-term adverse but minor visual effect.

From a visual perspective, the proposed improvements and other Project elements would not be incongruent with the current land uses or the visual elements already present in the Project area. Though viewer exposure and sensitivity would be higher for more accustomed viewer groups (i.e., residences and frequent visitors), given the nature and quality of existing viewsheds and constrained lines of sight to the Project site, the proposed Project would not substantially diminish or alter the aesthetic value of the Project area. Overall, the Project area would remain fairly unified, and the proposed Project would not substantially compromise the visual coherence, line patterns, or overall scenery. Therefore, it would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts would be less than significant, and no mitigation measures are required.

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less-than-Significant Impact. A significant impact would occur if the proposed Project results in:

1. Substantial spillover light[2] at nearby residential properties inconsistent with California Energy Code and California Green Code standards and requirements.[3]
2. Glare due to illuminance from light fixtures that:
    a. creates a range of brightness, i.e., high contrast ratios greater than 50 to 1 in the field of view of residents at residential properties in the Project area,[4] or
    b. impairs the vision of drivers pursuant to Division 11, Chapter 2, Article 3 of the California Vehicle Code.[5]
3. Skyglow,[6] i.e., uplight levels greater than 500 lumens.

The Project site is located in a developed, medium-density (predominantly multi-family) urban area that contains a variety of artificial lighting sources in the form of streetlights, security lights, and landscape lighting in addition to the existing on-campus athletic field and building lighting. Light-sensitive land uses in the immediate vicinity of the Project site include:

1. multi-family residences and a single-family residence on the north side of Rosecrans Avenue, which are approximately 100 feet from the Project site boundaries;
2. multi-family and two single-family residences on the west site of Larch Avenue, are approximately 60 feet from the site boundaries;

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[2] Any light that falls beyond the area that is being illuminated that is not intentional or required is considered spill light. Spill light that falls onto neighboring properties is called light trespass. Illuminating Engineering Society IES) Report RP-6-15, Sports and Recreational Area Lighting, 2015, section 4.8.3.1, page 13.

[3] All urban areas in California are designated Lighting Zone 3 in the California Energy Code, which limits light trespass to 8 lux (0.74 footcandles) in accordance with the recommendations in the Illuminating Engineering Society of North America (IESNA)10th Edition Lighting Handbook, Table 25.5.

[4] Glare occurs when either the luminance is too high or the range of brightness in a visual field is too large. A bright light source, such as a flood light or streetlight, viewed against a dark sky may be uncomfortable to look at, and may create a temporary sensation of blindness, which is referred to as disability. Any source of luminance that is 50 times the adjacent background will be viewed as prominent and may be viewed as distracting. IESNA Handbook, 10th Edition, 4.10: Glare, page 4.25.

[5] Division 11, Chapter 3, Article 3 of the California Vehicle Code stipulates limits to the location of light sources that may cause glare and impair the vision of driver. As specified in Section 21466.5 of Article 3 of the Code, no person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.

The brightness reading of an objectionable light source shall be measured with a 11/2-degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

[6] The haze or glow of light emitted above a lighting installation is a form of light pollution referred to as sky glow. Sky glow reduces our ability to view the stars, and its source is a combination of light emitted upwards from a light source and reflected light cast upwards from the surfaces being illuminated. IES Report RP-6-15, section 4.8.3.2, page 13.

3. multi-family residences on the east side of Larch Avenue immediately adjacent to the southwest corner of the Project site, which is the proposed location of surface parking;
4. multi-family residences on the west side of Freeman Avenue immediately southwest of the proposed renovated baseball field;
5. a single-family residence on the east side of Freeman Avenue immediately south of the proposed renovated baseball field
6. multi-family residences on the east side of Eastwood Avenue, which are located approximately 100 feet east of the proposed renovated baseball field.

Based on streetlight design standards,[7] ambient nighttime light (illuminance) levels would typically range from approximately 0.2 footcandles along local streets south of the campus to approximately 2 footcandles for a major arterial such as Rosecrans Avenue that runs east-west along the northern border of the campus and Project site.

There are no light-sensitive natural areas or light-sensitive commercial or institutional uses in the immediate Project area.

Construction

Construction would run Monday through Friday between the hours of 7:00 AM and 4:00 PM. Although it is not anticipated, construction could occur on Saturdays between the hours of 8:00 AM and 5:00 PM. As such, construction of the proposed Project would not introduce any substantial, new sources of nighttime lighting or glare.

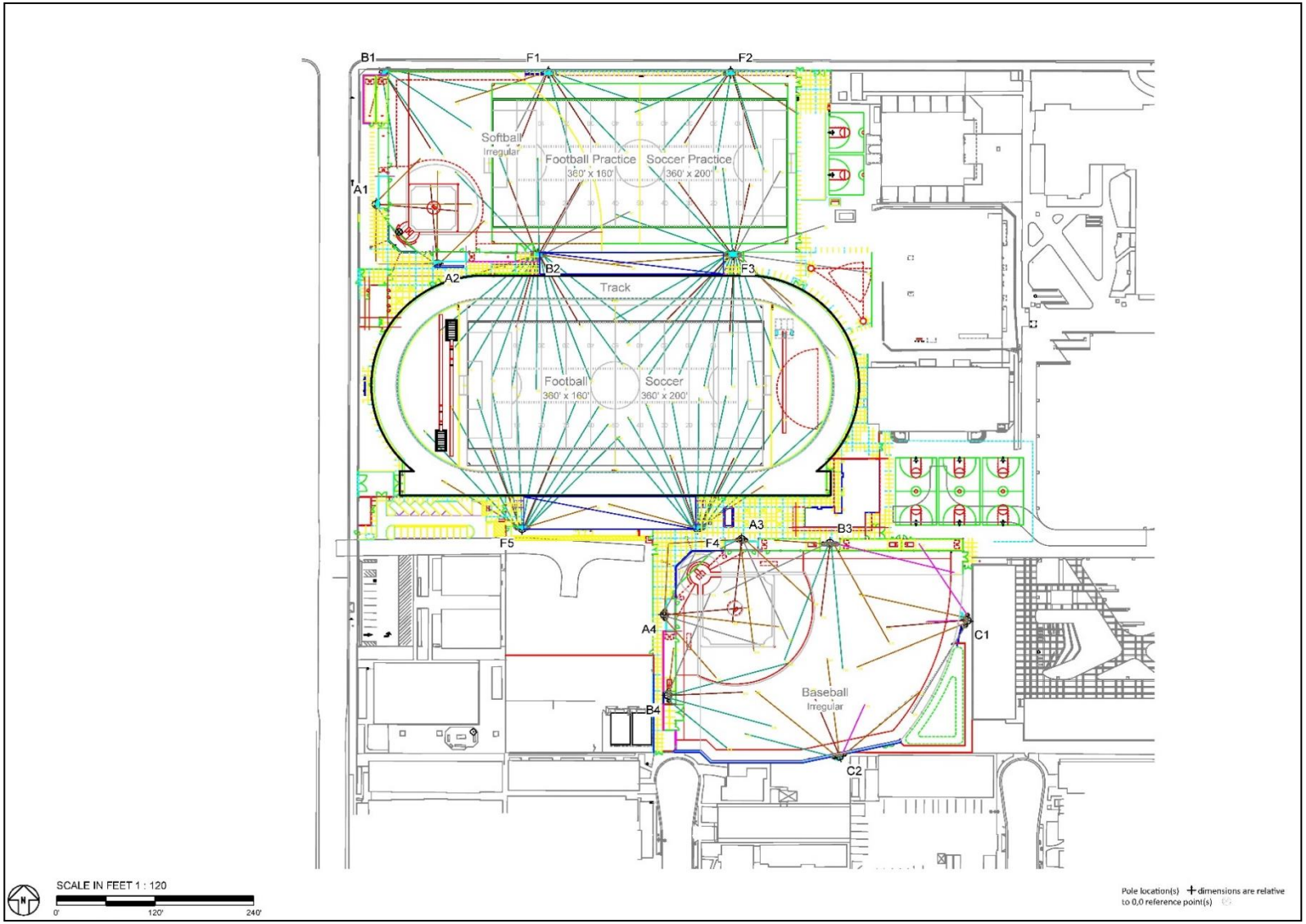
Operation

The proposed Project would replace existing athletic field lighting (existing field lighting is limited to the tall pole mounted light fixtures that are used to illuminate the football and track fields in the stadium) with new LED lighting that would illuminate all of the proposed athletic fields. Detailed plans showing the proposed light pole locations, number of fixtures, pole heights, luminaire types, wattages, and light levels are provided in the Preliminary Photometrics study (Musco, 2020), which is included as Appendix A to this Draft IS/MND. **Figure 5**, *Lighting Equipment Layout*, shows the proposed lighting equipment layout as depicted in the Photometrics study and the lighting equipment locations shown in Figure 5 are listed in **Table 4**, *Lighting Equipment List*. As shown in the table, 15 new light poles would be provided, which would range in height from 60 to 80 feet and contain a total of 139 light fixtures (i.e., luminaires) mounted on the poles at heights from 15.5 feet to 80 feet. The luminaires would be fully shielded to direct light onto the athletic fields to avoid or minimize spillover light, glare, and skyglow impacts. **Figure 6**, *Musco Luminaire TLC-LED-1500,* and **Figure 7**, *Musco Luminaire TLC-LED-1200,* depict fully shielded luminaires similar to those identified in the Preliminary Photometrics study.

The lights in the football and track and field stadium, which would replace the existing stadium lighting, would be used primarily to illuminate the seven home football games each fall season, which would occur on Friday evenings at 7 pm. The lighting on the other proposed athletic fields would be used as needed, i.e., during practices that extend to the late afternoon on the shorter winter days or during games scheduled in the late afternoon or early evening. Use of the fields would typically end at approximately 10 p.m. With a tie-breaker game or during play-offs or finals, a game may occasionally go to 11 p.m.

[7] City of Los Angeles Bureau of Street Lighting Design Standards and Guidelines (May 2007).

Figure 5. Lighting Equipment Layout



Source: Musco, 2021.

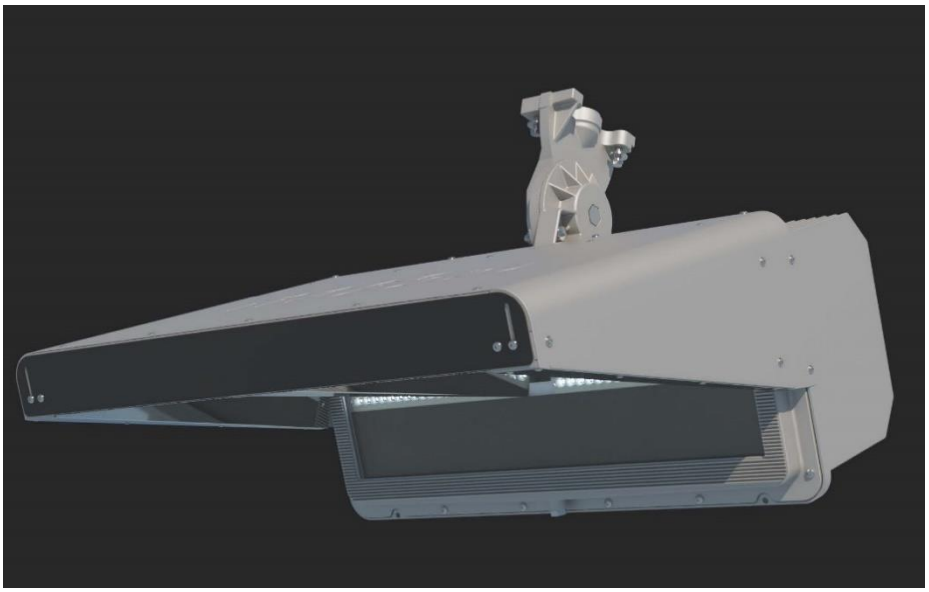
Table 4. Lighting Equipment List

Pole			Luminaires		
Qty	Location	Size	Mounting Height	Luminaire Type	Qty/Pole
2	A1-A2	60’	60’ 15.5’ 50’ 60’	TLC-LED-1200 TLC-BT-575 TLC-LED-400 TLC-LED-900	2 1 1 1
2	A3-A4	70’	15.5’ 60’ 70’	TLC-BT-575 TLC-LED-400 TLC-LED-1200	1 1 4
1	B1	60’	60’ 15.5’ 60’	TLC-LED-900 TLC-BT-575 TLC-LED-1500	1 1 4
1	B2	80’	80’ 22’ 70’ 80’	TLC-LED-900 TLC-BT-575 TLC-LED-400 TLC-LED-1500	1 2/2* 2 5/10*
1	B3	80’	80’ 15.5’ 80’	TLC-LED-900 TLC-BT-575 TLC-LED-1500	1 1 5
1	B4	80’	80’ 15.5’ 80’	TLC-LED-900 TLC-BT-575 TLC-LED-1500	3 1 2
1	C1	70’	70’ 15.5’ 70’	TLC-LED-900 TLC-BT-575 TLC-LED-1200	1 1 4
1	C2	70’	70’ 15.5’ 70’	TLC-LED-900 TLC-BT-575 TLC-LED-1500	2 1 3
2	F1-F2	60’	15.52’ 60’	TLC-BT-575 TLC-LED-1500	2 5
1	F3	80’	22’ 70’ 80’	TLC-BT-575 TLC-LED-400 TLC-LED-1500	2/2* 2 5/11*
2	F4-F5	80’	22’ 70’ 80’	TLC-BT-575 TLC-LED-400 TLC-LED-1500	2 2 10
15	TOTALS				139

Note: * This structure utilizes a back-to-back mounting configuration.

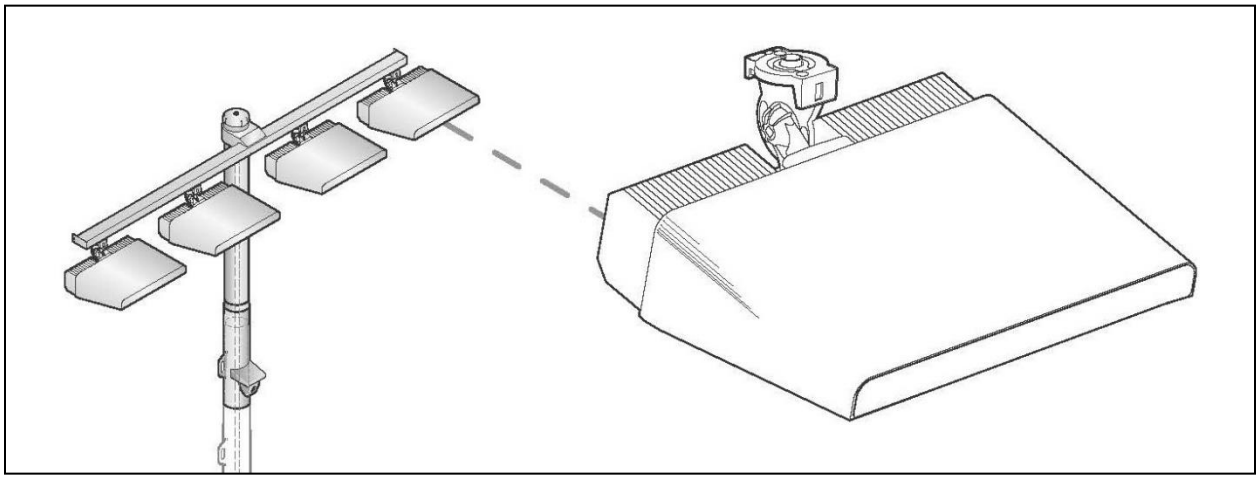
Source: Musco Sports Lighting, 2021.

Figure 6. Musco Luminaire TLC-LED-1500



Source: Musco Sports Lighting, 2020.

Figure 7. Musco Luminaire TLC-LED-1200



Source: Musco Sports Lighting, 2020.

Spillover Light

According to the Preliminary Photometrics study, spillover lighting impacts could occur at the single-family residence located immediately south of the baseball field at the north end of Freeman Avenue. At this location, the maximum vertical illumination level (at a height of 6 feet) from the baseball field lighting would be 4.2 footcandles at the property line at the east end of the back yard of the residence. At the property line opposite the residential structure, the vertical illumination levels would range from 0.47 to 3.22 footcandles. The maximum horizonal illumination level of 8.00 footcandles would occur at the property line of the back yard of the property. At the property line opposite the residential structure, the horizontal illumination levels would range from 1.11 to 6.12 footcandles.

Although the illumination levels at the property line of the single-family residence would exceed the significance threshold of 0.74 footcandles, the California Code of Regulations, Title 24, Part 6, Section 140.7 (i.e., California Energy Code) exempts "lighting from sports and athletic fields, and children's playgrounds" from the energy efficiency requirements of the code. Furthermore, the California Green Code, Title 24, Part 11, Chapter 5 (Nonresidential Mandatory Measures), Section 5.106.8 states that luminaires that qualify as exceptions in Section 140.7 of the California Energy Code are also excepted from the outdoor light pollution reduction requirements of Section 5.106.8. It should also be noted that the baseball fields would be illuminated infrequently for only a limited period of time, for the safety of participants during baseball practices and for baseball games that occur in the late afternoon or early evening hours.[8] For these reasons, the spillover lighting impacts would be less than significant. Nonetheless, mitigation measures **MM-ALG-1** and **MM-ALG-2** described below are proposed to ensure spillover light levels at nearby residences would be reduced to the extent feasible and practicable.

Glare

The proposed Project would not include new structures that would have highly reflective surfaces that would create glare impacts. However, glare due to new field lighting that could create high contrast lighting conditions could adversely affect motorists traveling on local streets and residences who have clear line-of-sight views of proposed field lighting. Specifically, the luminaires at location B1 at the northwest corner of the softball field would be within the field of view of drivers traveling west on Rosecrans. Drivers traveling south on Washington Avenue towards Rosecrans Avenue could also experience glare impacts from the luminaires at location B2 shown in Figure 5 that would face north towards Washington Avenue. The residence on the east side of Freeman Avenue that borders the south end of the existing baseball field could also be exposed to high contrast light levels from the proposed baseball field lighting. However, as noted above, sports and athletic field lighting are exempted from light pollution reduction requirements of the California Green Code. Additionally, the athletic fields would be illuminated infrequently for only a limited period of time for the safety of participants during practices and for games that occur in the late afternoon or early evening hours; therefore, potential glare impacts are considered less than significant. Nonetheless, to ensure potential glare impacts would be reduced to the extent feasible and practicable, mitigation measure **MM-ALG-1** below is proposed.

Skyglow

The proposed new and additional athletic field lighting could contribute to nighttime skyglow light levels in the Project area. However, as noted above, the proposed Project would use full-cutoff luminaires (see Figures 6 and 7), which would prevent the emittance of light upwards from the luminaires, thereby minimizing skyglow light impacts. Although light reflected from the field surfaces would still occur, proposed synthetic turf surfaces with their dark-rubber in-fill materials would have a lower surface reflectance than the natural grass fields[9] that they would replace, and therefore would result in less sky-glow. Additionally, as described above, field lighting would be used for limited periods of time, i.e., for the seven home football games that occur during the fall season at 7 pm on Fridays and to illuminate fields as needed, particularly during the shorter days in the winter, for afternoon practices and games. Also, it should be noted that the football stadium,

[8] Currently, the varsity baseball team plays three home games per school year, which typically occur on Fridays at 3 pm. The junior baseball team also plays three home games per year.
[9] IES Report RP-6-15, section 4.8.3.2, page 14.

which contains existing field lighting for the Friday evening football games, would be replaced with improved, energy efficient lights that would be designed to minimize skyglow impacts. The proposed Project would also comply with the International Dark-Sky Association (IDA) recommendations that lighting be on only when needed (i.e., during games and practices), only light the area that needs it (the plans in the Preliminary Photometrics study show lighting that is directed on the sports fields), be no brighter than necessary to meet requirements (i.e., the requirements of players and spectators), and be fully shielded (full cutoff luminaires are proposed).[10] Although significant sky-glow impacts are not anticipated, mitigation measures **MM-ALG-1** and **MM-ALG-2** below would ensure impacts would be reduced to the extent feasible and practicable.

MM-ALG-1: The District shall install sports field luminaries as specified in the Photometrics Plan (March 2021) to ensure spillover lighting impacts, glare impacts, and skyglow impacts are minimized. Additionally, the following improvements shall be implemented to reduce spillover and glare impacts on the residence that is located south of the baseball field and at the north end of Freeman Avenue.

- The proposed new outfield baseball fence adjacent to the southern property line shall be 40-feet high and consist of the following:
    - A black vinyl coated chain link fence with windscreen with an opacity of 75% extending from ground level to a height of 24 feet.
    - Sports padding on the bottom 8 feet of the fence with an opacity of 100%.
    - A netting system with approximately 1¾-inch spacing on top of the vinyl fence extending from 24 to 40 feet in height to the top of the outfield poles.

MM-ALG-2: Field lighting shall not be used between the hours of 11 pm and dawn.

[10] https://www.darksky.org/our-work/lighting/lighting-for-citizens/lighting-basics/; accessed 2/22/2021.

II. Agricultural and Forestry Resources

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

Discussion

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another nonagricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland" in California.

The Project site is located in an urbanized area of the City of Lawndale within a fully developed high school campus that is zoned I (Institutional) (City of Lawndale 2004). According to the California Department of Conservation, Division of Land Resource Protection, the soils at the Project site and in the surrounding area are not a candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California State Department of Conservation 2020).Therefore, the proposed Project would have no impact on the conversion of farmland to nonagricultural uses.

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

No Impact. A significant impact may occur if Project construction were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to nonagricultural use. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.

The Project site is zoned I, Institutional. The Institutional Zone permits public educational or governmental uses and their necessary related facilities pursuant to Lawndale Municipal Code Section 17.68.040. The Project site is not zoned for agricultural production, and no farmland activities exist on-site. Also, no Williamson Act Contracts are in effect for the Project site. Therefore, the proposed Project would have no impact with respect to land zoned for agricultural use or under a Williamson Act Contract.

c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The Project site is zoned I, Institutional. The Institutional Zone permits public educational or governmental uses and their necessary related facilities pursuant to Lawndale Municipal Code Section 17.68.040. The Project site is not zoned as forestland or timberland and there is no timberland production at the Project site (California State Department of Conservation 2020). Therefore, no impact related to forest land or timberland would occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is not zoned as forestland or timberland and there is no timberland production at the Project site (California State Department of Conservation 2020). As such, the proposed Project would not result in the loss of forest land or conservation of forest land to non-forest use. Therefore, the proposed Project would have no impact and would not result in the loss of forest land or conversion of forest land to non-forest use.

e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project involves changes to the existing environment that could result in the conversion of farmland to another nonagricultural use or conversion of forest land to non-forest use.

The Project site is in an area of the City that is urbanized. Neither the Project site nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project site. The Project site is not classified in any "Farmland" category designated by the State of California. According to the California Department of Conservation, Division of Land Resource Protection, the soils at the Project site and in the surrounding area are not a candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California State Department of Conservation 2020).Therefore, the proposed Project would have no impact related to conversion of farmland to a nonagricultural use or conversion of forest land to non-forest use, and no impact would occur.

III. Air Quality

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is a nonattainment area for an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. A significant impact may occur if the proposed Project would conflict with or obstruct implementation of the applicable air quality plan.

The Project site is located within the South Coast Air Basin (Basin), an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County.

The U.S. Environmental Protection Agency (USEPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 10 microns or less in diameter (PM_{10}), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead under the Clean Air Act. USEPA also establishes emission standards for on-road vehicles and off-road engines. The federal Clean Air Act forms the basis for national pollution control and delegates enforcement of the federal standards to the states. In California, the California Air Resources Board (CARB) and the local air agencies have the shared responsibility for enforcing air pollution regulations, with the local agencies having primary responsibility for regulating stationary emission sources. The South Coast Air Quality Management District (SCAQMD) is the local agency responsible for ensuring that federal and state ambient air quality standards are attained and maintained in the Basin.

Attainment of the NAAQS and California Ambient Air Quality Standards (CAAQS), set by CARB, is characterized via a network of ambient air quality monitoring stations, located in the Basin. Pollutants monitored include O_3, particulate matter, CO, NO_2, and SO_2.

O_3 is a unique criteria pollutant because it is not directly emitted from Project-related sources. Rather, O_3 is a secondary pollutant, formed from precursor pollutants volatile organic compounds (VOCs) and nitrogen oxides (NO_X). VOCs and NO_X react to form O_3 in the presence of sunlight through a complex series of photochemical reactions. As a result, unlike inert pollutants, O_3 levels usually peak several hours after the precursors are emitted and many miles downwind of the source. Because of the complexity and uncertainty in predicting photochemical pollutant concentrations, O_3 impacts are indirectly addressed by comparing Project-generated emissions of VOCs and NO_X to daily emission thresholds set by SCAQMD. CAAQS have also been established for lead, hydrogen sulfide, vinyl chloride, and visibility reducing particles, which are not pollutants of concern for the proposed Project because they would not be emitted.

USEPA designates an area as "attainment" for a pollutant if ambient concentrations of that pollutant are below the NAAQS, "nonattainment" if concentrations exceed the NAAQS for that pollutant, and "maintenance" if the area is a former nonattainment area that has achieved attainment. State designations are similar to USEPA's. **Table 5,** *South Coast Air Basin Attainment Status*, summarizes the federal and state attainment status of criteria pollutants for the Basin based on the NAAQS and CAAQS, respectively.

Table 5. South Coast Air Basin Attainment Status

	Attainment Status	
Pollutant	**Federal**	**State**
Ozone (O_3) (1-hour standard)	—	Nonattainment
Ozone (O_3) (8-hour standard)	Nonattainment – Extreme (P)	Nonattainment
Carbon Monoxide (CO)	Maintenance – Serious (P)	Attainment
Particulate Matter (PM_{10})	Maintenance – Serious (P)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment – Serious (P)	Nonattainment
Nitrogen Dioxide (NO_2)	Maintenance (P)	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead (Pb)	Nonattainment (P)	Attainment

Sources: USEPA 2021; CARB 2020a.
(P) = designation applies to a portion of the county

In areas where the NAAQS are not attained (federal nonattainment areas), the Clean Air Act requires preparation of a State Implementation Plan detailing how the state will attain the NAAQS within mandated timeframes. In response to this requirement, local air quality agencies, such as SCAQMD, in collaboration with other agencies, such as CARB and the Southern California Association of Governments, prepare Air Quality Management Plans (AQMPs) designed to bring the area into attainment with federal requirements and/or to incorporate the latest technical planning information. The AQMP for each nonattainment area is then incorporated into the State Implementation Plan, which is submitted by CARB to USEPA for approval.

SCAQMD prepared AQMPs for 1997, 2003, 2007, 2012, and most recently for 2016. Each iteration of the AQMP serves as an update to the previous AQMP. The most recent publication, the 2016 AQMP, is intended to serve as a regional blueprint for achieving the federal air quality standards and healthful air (SCAQMD 2017). The 2016 AQMP focuses on demonstrating NAAQS attainment dates for the 2008 8-hour O_3 standard, the 2012 annual $PM_{2.5}$ standard, and the 2006 24-hour $PM_{2.5}$ standard. The AQMP acknowledged that the most significant air quality challenge in the Basin is the reduction of NO_x emissions sufficient to meet the upcoming ozone standard deadlines. The 2016 AQMP also includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the NAAQS are not met by the established date.

According to SCAQMD, there are two key indicators of consistency with the applicable air quality plan: 1) whether the proposed Project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and 2) whether the proposed Project would cause the Project area to exceed the forecasted growth incorporated into the applicable air quality plan.

Construction

The first consistency criterion is related to violations of the CAAQS and NAAQS. Construction emissions associated with development of the proposed Project would be temporary in nature and would not have a long-term impact on the region's ability to meet California and federal air quality standards. As described under the impact discussion in response to questions b) and c) below, maximum daily emissions of air pollutants from construction activities would not exceed SCAQMD's regional or localized significance threshold values. In addition, construction activities associated with the proposed Project would comply with state and local strategies designed to control air pollution, such as SCAQMD Rules 402 (nuisance emissions) and 403 (dust control). By adhering to the stringent SCAQMD rules and regulations pertaining to fugitive dust control and maintaining maximum daily emissions below the SCAQMD mass daily thresholds, Project construction activities would be consistent with the goals and objectives of the applicable air quality plan to improve air quality in the Basin and would not result in an air quality violation.

The second consistency criterion requires that the proposed Project not exceed the assumptions incorporated into the applicable air quality plan. The most applicable air quality plan for the proposed Project is the 2016 AQMP, which is based on the SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A large-scale individual Project could potentially exceed assumptions in the AQMP if it resulted in a zoning change that led to disproportionate growth relative to the land use types analyzed in the AQMP. However, the AQMP focuses on long-term, operational sources of air pollutants that contribute to the regional emission inventory. Short-term, temporary emissions associated with construction activities would not conflict with the AQMP so long as no SCAQMD daily thresholds of significance for mass emissions are exceeded. As shown in **Table 6**, *Regional Criteria Pollutant Construction Emissions*, and **Table 8,** *Localized Criteria Pollutant Construction Emissions,* under question b) and c), construction activities would not generate daily air pollutant emissions of sufficient magnitude to exceed any applicable threshold of significance and impacts listed in applicable air quality plans. Construction activities would be less than significant for the proposed Project, and no mitigation is required.

Operation

Implementation of the proposed Project would replace the existing athletic facilities on the Leuzinger High School campus with new improved athletic facilities. The proposed improvements would increase the football/track and field stadium bleacher seating capacity by approximately 200 seats. For the purposes of the operational air quality impact analyses, it has been conservatively assumed that attendance at campus football and track and field events would increase by approximately 200 persons as a result of the additional approximately 200 seats and, as a consequence, additional vehicle trips and emissions could occur. The increase in stadium seating is the only Project improvement that has been identified that could potentially result in a noticeable increase in operational pollutant emissions. Based on the traffic analysis conducted for the proposed Project, the estimated net increase in trips is 85 inbound trips (170 total trips) for each event. No appreciable increase in stationary source emissions would occur as a result of development of the proposed Project. The emissions modeling results presented in **Table 7,** *Regional Criteria Pollutant Operational Emissions,* demonstrate that operation of the proposed Project would not exceed any applicable SCAQMD threshold. Furthermore, implementation of the proposed Project would not introduce any new residential or commercial land uses to the Project area, and therefore population and employment projections for the region would not be affected. The proposed Project would not have any potential to result in growth that would exceed the projections incorporated into the AQMP or the SCAG 2016–2040 RTP/SCS. Therefore, the proposed Project would result in a less-than-significant impact related to operational air pollutant emissions as specified in applicable air quality plans, and no mitigation is required.

b) 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?

Less-than-Significant Impact. The Basin is designated as nonattainment of the CAAQS and NAAQS for O_3, PM_{10}, and $PM_{2.5}$. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Taking into account the existing environmental conditions, SCAQMD issued guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts.

Construction

Construction associated with the Project would generate criteria pollutant emissions from the following activities: demolition; site preparation; grading and excavation; construction workers traveling to and from Project site; delivering construction supplies to, and hauling debris from, the Project site; fuel combustion by on-site construction equipment; the application of architectural coatings, and paving activities. These construction activities have the potential to temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously. The Project's regional construction emissions include both onsite and offsite emissions sources. To provide the most conservative analysis, maximum daily emissions estimates, which are used to assess Project impacts, are based on the day with the greatest intensity of construction activities.

For purposes of this air quality analysis, construction of the proposed Project is anticipated to commence in July 2021 and continue over an approximately 18-month period before ending in December 2022. **Table 6,** *Regional Criteria Pollutant Construction Emissions*, presents the construction phases, the estimated regional emissions for each phase, and the maximum daily emissions which account for overlapping construction phases. Actual construction timing may vary depending on market conditions at the time of construction.

Table 6. Regional Criteria Pollutant Construction Emissions

	Regional Pollutant Emissions (pounds per day)[a,b]					
Construction Phase	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Demolition	3.60	36.62	26.90	0.07	11.14	4.84
Grading/Site Preparation	4.75	57.01	37.22	0.12	11.40	4.25
Drainage/Utilities/Trenching	0.33	0.70	4.50	0.01	1.19	0.25
Foundations/Concrete Pour Event #1	1.92	16.62	20.89	0.05	4.62	1.32
Foundations/Concrete Pour Event #2	1.76	15.24	20.47	0.05	4.50	1.21
Foundations/Concrete Pour Event #3	1.76	15.24	20.47	0.05	4.50	1.21
Building Construction	2.50	24.72	23.53	0.06	7.86	1.90
Paving Event #1	2.62	11.77	18.75	0.03	1.76	0.78
Paving Event #2	2.62	11.77	18.75	0.03	1.76	0.78
Architectural Coatings	2.63	2.52	6.59	0.01	1.30	0.36
Synthetic Track	2.22	17.41	21.61	0.04	2.05	1.07
Fields/Bleachers	2.13	17.41	21.61	0.04	2.05	1.07
Maximum Daily Emissions	12.10	73.84	92.08	0.19	16.02	5.56
SCAQMD Regional Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[a] Modeling output provided in Appendix B.
[b] Sum of individual values may not equal total due to rounding.
Source: ICF, 2021.

As shown in Table 6, regional criteria pollutant emissions associated with construction of the proposed Project would not exceed any applicable SCAQMD air quality thresholds of significance. Despite the region being in nonattainment of the ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$, SCAQMD does not consider individual Project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. Therefore, the proposed Project would not result in a cumulatively considerable net increase of nonattainment pollutants and the impact would be less than significant, and no mitigation is required.

Operation

Implementation of the proposed Project would replace the existing athletic facilities on the high school campus with new and improved athletic facilities. The increase in stadium seating capacity is the only Project improvement that could generate a noticeable increase in emissions compared to existing conditions. As noted above, the increased seating capacity could result in a net increase of 85 inbound trips (170 total trips) for each event. Operational air pollutant emissions related to the Project would be substantially below the applicable SCAQMD mass daily thresholds. Operation of

the athletic facilities would not introduce a substantial source of long-term O_3 precursor emissions or particulate matter emissions for which the Basin is currently designated nonattainment. As discussed above, SCAQMD has issued guidance that Project-specific mass daily thresholds may be used as a reference metric to evaluate the potential for cumulatively considerable net increases in nonattainment pollutants. If the SCAQMD mass daily thresholds were exceeded, further analysis would be warranted to ensure that emissions would not be cumulatively considerable. However, as shown in **Table 7**, *Regional Criteria Pollutant Operational Emissions*, operation of the proposed Project would not exceed the SCAQMD mass daily threshold for VOC, NO_X, or particulate matter. Therefore, implementation of the proposed Project would result in a less-than-significant impact related to operational air pollutant emissions, and no mitigation is required.

Table 7. Regional Criteria Pollutant Operational Emissions

	Regional Pollutant Emissions (pounds per day)[a]					
Source	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	0.48	0.75	4.81	0.01	1.11	0.33
Maximum Daily Emissions	0.48	0.75	4.81	0.01	1.11	0.33
SCAQMD Regional Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

[a] Modeling output provided in Appendix B.
Source: ICF, 2021.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. A significant impact would occur if construction or operation of the Project were to expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors in the immediate vicinity of the proposed Project include multi- and single-family residences primarily to the north, west, and south of the Project site, and school receptors at the Leuzinger High School campus to the east.

Construction

The SCAQMD has developed Localized Significance Thresholds (LST) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. The LST values were determined using emissions modeling based on ambient air quality measured throughout the Basin. If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in ambient air would reach substantial levels sufficient to create public health concerns for sensitive receptors. Construction LSTs for the Project are based on values for Source Receptor Area (SRA): Southwest Los Angeles County Coastal for a five-acre site and receptor distance of 25 meters. According to SCAQMD's LST methodology, it is recommended that projects with boundaries closer than 25 meters from the nearest receptor use the LSTs for receptors located at 25 meters. As shown in **Table 8,** *Localized Criteria Pollutant Construction Emissions*, maximum daily emissions of criteria pollutants and ozone precursors from construction activities located on the Project site would not exceed any applicable LST values. Therefore, construction of the proposed Project would not result in exposure of sensitive receptors to substantial concentrations of criteria pollutants, and no mitigation is required.

Table 8. Localized Criteria Pollutant Construction Emissions

	Localized Pollutant Emissions (pounds per day)[a,b]			
Construction Phase	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition	32.06	21.91	9.72	4.44
Grading/Site Preparation	47.67	31.61	9.29	3.62
Drainage/Utilities/Trenching	0.08	0.04	0.33	0.03
Foundations/Concrete Pour Event #1	14.08	16.06	3.48	1.01
Foundations/Concrete Pour Event #2	12.92	15.99	3.37	0.90
Foundations/Concrete Pour Event #3	12.92	15.99	3.37	0.90
Building Construction	20.05	18.30	6.41	1.50
Paving Event #1	11.20	14.62	0.90	0.55
Paving Event #2	11.20	14.62	0.90	0.55
Architectural Coatings	1.96	2.46	0.44	0.14
Synthetic Track	16.85	17.48	1.19	0.84
Fields/Bleachers	16.85	17.48	1.19	0.84
Maximum Daily Emissions	66.90	70.33	12.77	4.63
SCAQMD Localized Thresholds[c]	197	1,796	15	8
Exceeds Threshold?	No	No	No	No

[a] Modeling output provided in Appendix B
[b] Sum of individual values may not equal total due to rounding.
[c] Localized thresholds based on Source Receptor Area #3 (Southwest Los Angeles County Coastal) and 25-meter receptor distance for a 5-acre site.
Source: ICF, 2021.

With regard to emissions of air toxics, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel particulate matter (DPM) to the atmosphere through exhaust emissions. DPM is a known carcinogen, and extended exposure to elevated concentrations of DPM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. Short-term exposures to DPM would have to involve extremely high concentrations in order to exceed the SCAQMD Air Quality Significance Threshold of 10 excess cancers per million.

Over the course of construction activities—even under the most conservative assumption that all equipment would be used continuously for eight hours per day—average DPM emissions would be approximately 0.80 pounds per day on construction workdays. Additionally, based on data for the nearest meteorological monitoring station to the Project site, the predominant wind direction for the area is southwest-west to northeast-east, which would blow emissions away from the closest sensitive receptors located across Larch Avenue to the east and south of the Project site. Therefore, it is highly unlikely that DPM concentrations would be of any public health concern during the 18-month construction period, and DPM emissions would cease upon completion of construction activities. Therefore, the proposed Project would result in a less-than-significant impact related to construction toxic air contaminants, and no mitigation is required.

Operation

As discussed previously, the proposed Project would replace the existing athletic facilities with new athletic facilities and would also increase the bleacher seating capacity by approximately 200 seats in the football and track and field stadium. The increase in seating capacity could result in a net increase of 85 inbound trips (170 total trips) for each football and track and field event and would result in the only operational emissions increase for the Project compared to existing conditions. According to SCAQMD's *Final Localized Significance Threshold Methodology*, offsite mobile emissions should not be included in emissions estimates when comparing to LSTs (SCAQMD 2008a). Since the Project's operational emissions only involve mobile emissions, which should not be evaluated for localized impacts, Project operational activities would have no impact relative to the LSTs and the proposed Project would not result in exposure of sensitive receptors to substantial concentrations of criteria pollutants, and no mitigation is required.

With regard to emissions of air toxics, carcinogenic risks, and non-carcinogenic hazards, the proposed Project does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions, nor does it include a land use that would generate a substantial number of heavy-duty truck trips within the region. There would be no substantial source of air toxic emissions. Therefore, the proposed Project would result in a less-than-significant impact related to operational toxic air contaminants, and no mitigation is required.

A CO hot spot is a localized concentration of CO that is above the state or national 1-hour or 8-hour ambient air standards for the pollutant. CO hot spots at roadway intersections are typically found in areas with significant traffic congestion. CO is a public health concern because at high enough concentrations, it can cause health problems such as fatigue, headache, confusion, dizziness, and even death. However, it should be noted that ambient concentrations of CO have declined dramatically in California because of existing controls and programs.

Most areas of the state, including the region in which the Project is located in, meet the state and federal CO standards (CARB 2004). As part of SCAQMD's 2003 AQMP, which is the most recent AQMP that addresses CO concentrations, a revision to the Federal Attainment Plan for Carbon Monoxide (CO Plan) that was originally approved in 1992 was provided that included a CO hot spots analysis at four specified heavily traveled intersections in Los Angeles at the peak morning and afternoon time periods. These four intersection locations selected for CO modeling are considered to be worst-case intersections that would likely experience the highest CO concentrations. The CO hot spots analysis in the 2003 AQMP did not predict a violation of CO standards at the four intersections. Of these four intersections, the busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which was described as the most heavily congested intersection in Los Angeles County with an average daily traffic volume of approximately 100,000 vehicles per day. Based on the CO modeling, the 2003 AQMP estimated that the 1-hour and 8-hour concentrations at this intersection was 4.6 ppm and 3.5 ppm, respectively, which would not exceed the most stringent 1-hour CO standard of 20.0 ppm and 8-hour CO standards of 9 ppm.

In reviewing the Project's traffic analysis data, it was determined that at buildout (2023) the highest daily traffic volumes generated at an intersection within the vicinity of the Project would be an estimated cumulative total of 61,470 vehicles per day at the intersection of Hawthorne Boulevard

and Rosecrans Avenue.[11] Because the daily amount of vehicles at this study intersection would not exceed 100,000 vehicles per day, it can be concluded that the Project would not exceed the most stringent 1-hour and 8-hour CO standards and no detailed CO hot spots analysis for the Project would be required. Therefore, the proposed Project would not result in impacts related to CO hot spots and would not contribute a significant level of CO such that localized air quality and human health would be substantially degraded.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. A significant impact would occur if construction or operation of the proposed Project would result in the creation of nuisance odors that would affect a substantial number of people.

Construction

Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease. Therefore, the proposed Project would result in a less-than-significant impact related to construction odors.

Operation

The proposed Project would redevelop the existing athletic facilities with new athletic facilities. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The Project site would not be developed with land uses that are typically associated with odor complaints. On-site trash receptacles would have the potential to create adverse odors. No substantial increase in the amount of trash or number of trash receptacles are anticipated; additionally, trash receptacles would be located and maintained in a manner that promotes odor control. As a consequence, no adverse odor impacts are anticipated from the Project land uses. Therefore, the proposed Project would result in a less-than-significant impact related to operational odors.

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[11] Daily intersection volumes were estimated by assuming that the PM peak hour volumes would represent 10 percent of total daily volumes. Peak hour volumes were included in Appendix G to the Transportation Assessment (Fehr & Peers 2021).

IV. Biological Resources

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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 Wildlife 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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, 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 policies or ordinances protecting biological resources, such as a tree 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?	☐	☐	☐	☒

Discussion

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact.

Special-Status Species

A significant impact would occur if the proposed Project directly resulted in take or removed or modified habitat for any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).

A search of the California Natural Diversity Database (CNDDB); California Native Plant Society (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (CNPS Inventory); and U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) database was conducted in November 2020 to identify special-status plants and animals with the potential to occur in the proposed Project area (Appendix C; CDFW 2020; CNPS 2020; USFWS 2020). Due to the highly developed nature of the Project site and vicinity and the lack of any natural vegetation communities in the surrounding area, the search was restricted to the USGS quadrangle that the proposed Project occurs in, the Inglewood 7.5-minute topographic quadrangle. For the purpose of this assessment, "special-status species" is defined as those species that meet one or more of the following criteria:

- Listed as threatened or endangered, or proposed or a candidate for listing, under the federal and/or California Endangered Species Act;
- California species of special concern or fully protected species;
- USFWS bird of conservation concern;
- Plants listed as rare under the California Native Plant Protection Act, or ranked as rare, threatened, or endangered in California (California Rare Plant Rank [CRPR] of 1A, 1B, 2A, and 2B).

Species that were in the record search results but do not meet these criteria were not included in the analysis below.

Plant Species

A total of ten special-status plant species meeting the criteria above is reported to occur within the USGS Inglewood 7.5-minute topographic quadrangle based on the record search (Appendix C). Four of these species are federally and/or state listed: coastal dunes milk-vetch (*Astragalus tener* var. *titi*), San Diego button-celery (*Eryngium aristulatum* var. *parishii*), spreading navarretia (*Navarretia fossalis*), and California Orcutt grass (*Orcuttia californica*).

All ten special-status plant species are considered absent due to lack of suitable habitat on and around the Project site. Because no special-status plant species are expected to occur on the site, there would be no impacts on special-status plant species, and therefore, no avoidance and minimization or compensatory mitigation measures would be required. In addition, there would be no cumulative impacts on special-status plant species.

Wildlife Species

A total of 21 special-status wildlife species meeting the criteria above is reported to occur within the USGS Inglewood 7.5-minute topographic quadrangle based on the record search (Appendix C). Six of these species are federally and/or state listed or candidate species: Crotch bumble bee (*Bombus crotchii*), western snowy plover (*Charadrius nivosus nivosus*), tricolored blackbird (*Agelaius tricolor*), least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and coastal California gnatcatcher (*Polioptila californica californica*).

All 21 special-status wildlife species were determined to be absent from the Project site due to lack of suitable habitat. The study area is composed entirely of developed areas and athletic fields and is devoid of any vegetation or land cover types that would support any special-status wildlife species. As such, there would be no impacts on special-status wildlife species and no avoidance and minimization or compensatory mitigation measures would be required. In addition, there would be no cumulative impacts on special-status wildlife species.

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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if the proposed Project substantially removed or modified any riparian habitat or other sensitive natural communities as defined by CDFW, USFWS, or local or regional plans, policies, or regulations.

The study area for the proposed Project consists of the existing Leuzinger High School athletic facilities and the footprint for the new softball/multi-use, stadium, and baseball fields and facilities. The land cover in the study area is composed of developed areas (i.e., existing buildings, walkways, parking lots, and basketball courts) and landscaped areas (i.e., athletic playing fields).

No sensitive natural communities are reported to occur within the USGS Inglewood 7.5-minute topographic quadrangle based on the record search (Appendix C). Based on an analysis of aerial photographs of the study area, no riparian habitats or other special-status natural communities are present on the Project site. Because there are no riparian habitats or other sensitive natural communities in the study area, there would be no impacts on them as a result of the proposed Project, and therefore, no avoidance and minimization or compensatory mitigation measures would be required. In addition, there would be no cumulative impacts on riparian habitats or other sensitive natural communities.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protected wetlands or non-wetland Waters of the U.S. as defined by Section 404 of the Clean Water Act, or vegetated or unvegetated Waters of the State as defined by Section 1602 et seq. of the California Fish and Game Code, were removed or substantially modified.

There are no federally protected wetlands or nonwetlands or vegetated or unvegetated State streambeds within the study area, and therefore, there would be no impacts on any protected aquatic resource. No avoidance and minimization measures or compensatory mitigation measures would be required. In addition, there would be no cumulative impacts on federally protected wetlands.

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?

Less-than-Significant Impact with Mitigation. A significant impact would occur if the proposed Project interfered with the movement of any native wildlife species through a migratory wildlife corridor, or impede the use of a native wildlife nursery site.

There are no wildlife movement corridors on or near the study area and implementation of the proposed Project would not adversely affect the movements of fish or other wildlife. However, there are a few trees onsite near existing buildings that could provide suitable habitat for nesting birds protected by the federal Migratory Bird Treaty Act or California Fish and Game Code sections. The proposed Project has the potential to affect active native resident and/or migratory bird nests if, and to the extent that, those trees are removed or trimmed during the avian nesting season and they contain nests or should construction work occur adjacent to active nests. Mitigation measure **MM-BIO-1** below would avoid or minimize any potential impacts on nesting birds. Thus, the impact would be less than significant. No compensatory mitigation would be required.

> **MM-BIO-1:** If construction commences during the bird breeding season (approximately February 1 - August 31), a preconstruction survey for nesting birds shall occur within three days prior to construction activities by an experienced avian biologist. The survey shall occur within all suitable nesting habitat within the Project impact area and a 100-foot buffer. If nesting birds are found, an avoidance area shall be established as appropriate by a qualified biologist around the nest until a qualified avian biologist has determined that young have fledged or nesting activities have ceased. The Project site shall be re-surveyed if there is a lapse in construction activities for more than seven days during the bird breeding season.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-Significant Impact with Mitigation. A significant impact would occur if the proposed Project conflicted with any local policies or ordinances protecting biological resources.

Native, landmark, and specimen trees that measure eight inches or more in cumulative diameter, four and one-half feet above the ground, including coast live oak (*Quercus agrifolia*), canyon oak (*Quercus chrysolepis*), Engelmann oak (*Quercus engelmannii*), California walnut (*Junglans californica*), or Brisbane box (*Tristania conferta*), are protected by the *Lynwood Municipal Code*. If any qualifying trees need to be removed, pruned, relocated, or replaced, the proposed Project would have to comply with the City of Lynwood's tree protection guidelines. Per the *Lynwood Municipal Code*, injuring, pruning, or removing public, native, landmark, and/or specimen trees without a Tree Removal and Pruning Permit is prohibited. No other local policies or ordinances pertain to the study area.

The proposed Project may require the pruning and/or removal of a few trees that are located in or adjacent to the athletic fields. Mitigation measure **MM-BIO-2** below would ensure that the proposed Project would be in compliance with the City of Lynwood's tree protection guidelines. Thus, the impact would be less than significant after implementation of the proposed mitigation measure **MM-BIO-2**.

MM-BIO-2: The proposed Project shall comply with the City of Lynwood's tree protection guidelines. If construction of the proposed Project results in the pruning or removal of any trees, then a tree survey shall be performed by a qualified arborist to determine whether any of the trees proposed for pruning or removal are protected under the *Lynwood Municipal Code*. Should any protected trees be identified, then a Tree Removal and Pruning Permit from the City of Lynwood Public Works Department shall be obtained.

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?

No Impact. A significant impact would occur if the proposed Project were inconsistent with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that cover the study area. The proposed Project would not be in conflict with any conservation plans, and therefore, there would be no impact.

V. Cultural Resources

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c.	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Discussion

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The Centinela Valley Union High School District (formerly the Inglewood Union High School District) constructed Leuzinger High School in 1930 to meet the demands of the growing population in the then-unincorporated Los Angeles County area of Lawndale. T.C. Kistner originally designed the Main Building in the Renaissance Revival style but a 1958 remodel extensively altered the façade to reflect elements of the Late Moderne style. In 1937, funds from the Public Works Administration allowed the school district to construct the Kistner-designed Girls' Gymnasium and the school's football field. The school added a baseball field, softball field, and second gymnasium (the Thompson Gym) in the late 1950s, contemporaneous with the Main Building remodel. Based on the 2012 settlement of Friends and Alumni of Leuzinger High School vs. Centinela Valley Union High School District (District) and the District's draft Adoption of Resolution No. 12-13/005 (Appendix D), the analysis in this environmental document is predicated on the treatment of the Main Building, Girls Gymnasium, and Thompson Gymnasium as CEQA historical resources. Changes proposed by the proposed Project would neither physically change the three putative historical resources nor alter contributing elements of their settings. Therefore, no impact is anticipated.

Proposed Project Summary

The Project proposes to alter the campus' softball/multi-use field (Northern Field), football field and stadium (Central Field), baseball field (Southern Field), and various ancillary structures that border the track to the north and south, including: two sets of bleachers, dugouts at the northern and southern fields, ticket and concession booths south of the central field and southwest of the northern field, as well as two metal shade structures south of the Girls' Gymnasium and north of the central field. As a group, this section refers to these structures and fields as the "Athletic Facilities." Proposed changes include new field surfaces, fencing, netting, lighting, bleachers, and scoreboards, as well as infrastructural changes such as new surface parking, electrical equipment, and improvements to drainage systems.

2021 Evaluation

Professionally qualified ICF architectural historians conducted an evaluation of the school's built resources in January 2021. The evaluation applied California Register of Historical Resources (CRHR) significance criteria in accordance with Section 15064.5(a)(2)-(3) of the State CEQA Guidelines and the criteria outlined in Section 5024.1 of the PRC, and concluded that Leuzinger High School is ineligible for CRHR listing individually and as a historic district under any criteria. ICF's evaluation, based on in-person field work and a robust historic context of Leuzinger High School's development, is presented in appropriate Department of Recreation (DPR) forms and available for reference in Appendix D. Fieldwork photos, provided at the end of this document, provide helpful information on the campus' alterations over time, which have affected both the school's built resources and the overall landscape of its green spaces and Athletic Facilities. Based on this research, the evaluation provides a thorough discussion of the campus' built resources before evaluating their potential significance as both individual buildings and as a district.

ICF's evaluation demonstrates that neither the campus as a whole nor its individual components are significantly connected with important historical events or trends and are therefore not eligible for CRHR listing under Criterion 1. While the school's Main Building was constructed in 1930 during a period of outgrowth for Los Angeles County's schools, the campus is not singularly or uniquely connected to this trend and has since been substantially altered. Anecdotal evidence that Olympic athletes associated with the 1932 Summer Olympics trained at Leuzinger High School is unsubstantiated, and primary source material demonstrates that the school's central athletic field, its first, was constructed in 1937, five years after the Olympics. Built in the late 1950s, the Northern and Southern Fields have no connection to this event. Research did not reveal any other evidence that other facilities on the school's campus are significantly associated with important trends in education, athletics, or school administration in the twentieth century.

ICF uncovered no evidence that Leuzinger High School is associated with significant historical figures, and therefore the property is not eligible for CRHR listing under Criterion 2. Despite the school being named after Adolph Leuzinger, this school board member was not directly associated with the campus or its administration. Primary source evidence indicates that the naming was largely honorific, meant to pay respect to Leuzinger's previous 25 years of service to the district before Leuzinger's construction in 1930. Research on Lawndale, the Inglewood and Centinela Valley Union High School Districts, prominent historical athletes, and other historically significant figures at the local, state, and national levels revealed no other individuals who notably affected Leuzinger High School's development.

Due to substantial alterations throughout the campus, Leuzinger High School is not eligible for CRHR listing under Criterion 3. In 2011, the district demolished a series of finger-plan style buildings that constituted the campus' eastern half, leaving virtually no buildings of historic age in this area of the property. In the campus' western section, the Athletic Facilities have also undergone significant alterations: including the replacement of track and field surfaces, fencing, and the construction of new buildings and structures. The 1958 remodel of the Main Building leaves the campus without a significant connection to the school's establishment in the 1930s. Due to alterations, many campus resources do not convey their original periods of construction. The campus lacks sufficient cohesion to be eligible as a potential historic district.

Repeated demolition and construction at the site leave little potential for the property to yield any additional information or data. Additionally, the campus' built resources represent approaches to building that are well understood and utilized in school campus construction throughout the country, making the property ineligible for listing under Criterion 4.

Treatment of Main Building, Girls Gymnasium, and Thompson Gymnasium as Historical Resources

Notwithstanding ICF's recent evaluation, 2012 settlement of Friends and Alumni of Leuzinger High School vs. Centinela Valley Union High School District mandated that three buildings on the campus be treated as historical resources for the purposes of CEQA: the Main Building, the Girls' Gymnasium, and the Thompson Gymnasium. The 2012 settlement neither specifies the historic boundaries of the Main Building, Girls Gymnasium, and Thompson Gymnasium, nor identifies character-defining features, nor addresses whether any aspects of their setting contribute to their significance. While this information was not provided by the settlement, the analysis below provides assumed property boundaries and character-defining features for each resource in order to analyze whether the proposed Project would result in a significant impact in each case.

Constructed in 1930, the Main Building underwent substantial alterations in 1958, converting its style from Renaissance Revival to Late Moderne. As a historical resource, its character-defining features include its rectilinear form, stucco wall cladding, fenestration pattern, indoor-outdoor floorplan, and courtyard spaces. Historic aerial photography from 1941 indicates no changes have been made to the building's footprint. Aerials also show that Rosecrans Boulevard was widened in the late 1950s, which reduced the building's front setback. This evidence provides justification that the historical resource's property boundary includes the building's footprint, the front setback, which was historically the central entrance to the school, and the interior courtyards between the southward protrusions of the E-shaped building. Research produced no evidence that the building had an historically significant relationship with any spaces or elements on campus beyond this boundary.

Constructed in 1937, the Girls' Gymnasium is an intact PWA-Moderne building. Its character-defining features are assumed to include its concrete construction, the curved staircases and awnings, and the pilasters and recessed lettering on its south wall. Historic aerial photography from 1941 onward provides evidence that the building's footprint remains unchanged, while the nearby track and central field have been altered over time. Additionally, aerial photographs also indicate that an adjacent building to the north was demolished and replaced by the current locker room building sometime after the 1980s. Due to these alterations to its nearby context, this resource's historic property boundary is limited to the building's footprint. There is no indication that the building has a significant relationship to any existing features or elements in its surroundings.

Constructed in 1958, the Thompson Gym is a mid-century modern building with stylings reminiscent of Space Age aesthetics. For the purposes of this analysis, its assumed character-defining features are its arched roof, minimal wall cladding, and ornamental arched buttresses regularly spaced on its north and south walls. Historic aerial photography from 1960 indicates that the building's footprint remains the same. At the time of construction, a central concrete walkway to the primary entrance on the eastern façade connected the Thompson Gym and the Main Building. This area has since been expanded into a larger concrete pad. A rectangular asphalt area to the west of the Thompson Gym remains from its initial construction, as does a walkway along its northern façade, running parallel to Rosecrans Boulevard. This evidence provides justification for the resource's historic property boundary to include the rectangular asphalt area to the building's west, the walkway to the north, and the central area of the historic walkway to the east of the primary façade.

Non-Historical Resources: The Athletic Facilities

The 2012 settlement does not discuss whether the Athletic Facilities proposed for alteration by the proposed Project meet the criteria for consideration as historical resources under CEQA.

Built in 1937, the Central Field is a football field of regulation size surrounded by a paved, eight-lane track. Bleachers border the field to the north and south, and small, concrete masonry ticking booths and concession stands area located to the northwest and southeast. Historic aerial imagery confirms that the field originally had no buildings in its immediate surroundings and held a dirt track.

Built in the late 1950s, the Southern Field is a baseball diamond with two dugouts, chain-link fencing, and protective netting which runs along the outfield fence. Historic aerial imagery shows that new buildings added near the campus' southern edge in 2011 removed another open green space directly to the baseball field's east, thereby substantially changing this field's setting.

Built in the late 1950s, the Northern Field is a softball/multi-use field with a rectangular grassy area running east-west along Rosecrans Avenue to the Thompson Gym. Ancillary structures include dugouts, backstop fencing, and netting running along Rosecrans Avenue. Historic aerial imagery shows that the field's clay diamond was repositioned in the early 2000s, which changed the field's overall orientation from southeast to northeast. Other alterations over time include the addition basketball courts in the outfield, which have since been replaced with a grass field.

ICF's evaluation, provided for reference as Appendix D, concluded that due to significant alterations, the Athletic Facilities are not eligible for CRHR listing under any criteria, nor do they contribute to any potential historic district on Leuzinger High School's campus. There is no credible evidence that the Athletic Facilities were used during the 1932 Olympic games or any other significant historic events (Criterion 1); research produced no evidence of association between the Athletic Facilities and historically significant athletes or other figures (Criterion 2); the design of the Athletic Facilities is unremarkable in the greater context of high school athletic facilities of similar size and style throughout the state (Criterion 3); and the Athletic Facilities represent building approaches that are well understood (Criterion 4).

Potential Impacts

As described above, the Athletic Facilities are not historical resources for the purposes of CEQA. Alterations to the surroundings of each of the three fields has left them with diminished integrity of setting, and an evaluation of the resources against the CRHR's four criteria produced no evidence of historic significance. Therefore, the proposed changes to the Athletic Facilities do not constitute an impact to a historical resource.

Similarly, the proposed Project would also not result in physical changes to any of the three buildings that are treated as historical resources for the purposes of this CEQA analysis.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-Significant Impact with Mitigation. The following discussion is summarized from the *Cultural and Paleontological Resources Assessment Report* in Appendix D to this document.

Native American Consultation

The Native American Heritage Commission (NAHC) performed a Sacred Lands File search and on October 7, 2020 the NAHC responded stating that the search yielded negative results for sacred lands within a one-mile radius of the Project site. The NAHC also provided a list of seven Native American tribal contacts who were contacted by letter on November 10, 2020. As of January 2021, one response has been received from the Gabrieleno Band of Mission Indians - Kizh Nation. The Centinela Valley Union High School District responded in an email dated on December 15, 2020, requesting the name of a specific tribal representative responsible for consultation; and, whether the tribe can provide any information regarding any tribal cultural resource that might be affected by the proposed Project. No answer was received after this second inquiry by the District.

Assembly Bill 52 Consultations

The Centinela Valley Union High School District conducted Assembly Bill 52 (AB52) consultations to fulfill the requirements of CEQA as the lead agency. The Centinela Valley Union High School District drafted and mailed the letters via certified mail on September 25, 2020. The consultation period allows 30 days for responses, and as of February 1, 2021 no responses have been received.

Archaeological and Tribal Cultural Resources

There are no known previously recorded archaeological resources within the Project area (see Appendix D). Based on historical disturbance and construction in the area, the sensitivity for intact buried archaeological deposits of historic age within the Project area is relatively low. Therefore, the proposed Project is not expected to cause a substantial adverse change in the significance of an archaeological resource. Although the likelihood of encountering archaeological resources during construction is considered low, in the event accidental discovery of archaeological materials during grading occurs, the following mitigation measure would be implemented to ensure impacts would be minimized and reduced to less than significant:

> **MM-ARCH-1**: If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Through compliance with the regulatory standards described above, potential Project construction impacts to any archaeological resources during construction would be less than significant.

No operational impacts to archaeological resources would occur.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less-than-Significant Impact with Mitigation. No human remains are known to exist at the Project site. Additionally, the Project site has been previously disturbed due to grading for prior development. Although impacts to human remains are not anticipated, in the unlikely event human remains are encountered during Project construction activities, the following mitigation measure would be implemented to reduce impacts to less than significant:

> **MM-ARCH-2**: In accordance with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Through compliance with the regulatory standards described above, potential Project construction impacts to human remains would be less than significant.

No operational impacts to human remains would occur.

VI. Energy

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less-than-Significant Impact. The use of construction vehicles and equipment would consume fossil fuels, such as diesel, gasoline, and oil. Water consumption during construction activities would indirectly consume electricity. When not in use, electric equipment would be shut off to avoid unnecessary consumption of electricity. Energy consumption during construction would be temporary and would cease upon completion of construction activities. Construction and maintenance activities would not result in the wasteful, inefficient, or unnecessary use of energy because it is anticipated construction contractors would purchase fuel from local suppliers and would conserve the use of their supplies, due to the high cost of fuels, to minimize the cost of constructing the proposed Project. Therefore, construction impacts would be less than significant.

Operation

Less-than-Significant Impact. The proposed Project would involve the consumption of electricity, natural gas, and fossil fuels by the proposed new athletic facilities. These facilities would consume electricity in the form of building energy use and outdoor electricity use including outdoor lighting. Electricity consumption related to indoor and outdoor water consumption would also occur. The only capacity increasing component of the proposed Project that could result in a noticeable increase in energy is the additional 200 bleacher seats that would be provided at the football and track and field stadium. For the purpose of the analyses in this document, it has been conservatively assumed that those 200 seats could result in an additional 200 attendees at each of the seven football and two track and field events that are held over the course of the school calendar year. The additional motor vehicle trips generated by those 200 attendees at each event would result in an incremental, less-than-significant increase in energy consumption. Additionally, the proposed Project would replace and increase the number of field lighting fixtures, which could result in an increase in energy consumption. However, because new, more energy efficient light fixtures would replace the existing less efficient lighting systems, the increase in energy consumption is not expected to be significant, nor would it be a wasteful, inefficient, or unnecessary use of energy.

Additionally, it should be noted that new Project facilities and structures would comply with building energy efficiency standards, including the 2019 Building Energy Efficiency Standards

(California Code of Regulations, Title 24, Part 6), effective January 1, 2020, which is mandatory statewide for new residential and nonresidential buildings. The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), also called the CALGreen Code, went into effect on January 1, 2020, and includes mandatory standards for nonresidential buildings. The proposed Project would comply with the CALGreen Code, which includes measures to reduce greenhouse gas (GHG) emissions from buildings through site development and reducing energy and water consumption. Given that the proposed Project would comply with these energy conservation standards and because the type, number, and frequency of athletic events and activities upon completion of the proposed improvements would not be substantially different from pre-Project levels, operation of the proposed Project would not substantially increase energy consumption nor would it result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The proposed Project would be required to comply with the State of California's Title 24 Building Standards and CALGreen requirements for energy efficiency. Compliance with these standards and requirements and the proposed upgrades to onsite infrastructure and systems would result in the more efficient conveyance and consumption of energy compared with existing conditions. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

VII. Geology, Soils, and Paleontological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
2. Strong seismic ground shaking?	☐	☐	☒	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
4. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion

The analysis in this section is based in part on the *Geotechnical and Geohazard Investigation Report* prepared by Geo-Advantec, Inc. dated August 20, 2020 (Appendix E).

a.1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone (EFZ). The nearest EFZ is the Newport-Inglewood Fault Zone with its closest segment located approximately 2.6 miles northeast of the Project site. As no active faults intersect the Project site, fault rupture is highly unlikely to occur during Project implementation. As such, the proposed Project would not be exposed to substantial adverse effects from a rupture of a known earthquake fault.

Furthermore, the proposed Project would replace existing facilities with a new outdoor football field and track, outdoor basketball courts, home and visitor concession buildings, a new baseball field, bike racks, drinking fountains, benches, etc. Construction activities associated with these facilities would be conducted too shallow to produce or exacerbate significant geologic phenomena such as fault rupture. No impact would occur.

a.2. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?

Less-than-Significant Impact. As with all of southern California, the Project site is located in a seismically active region. The principal source of seismic activity in the area is movement along the northwest-trending regional faults such as the San Andreas, San Jacinto, Newport-Inglewood, and Whittier-Elsinore fault zones. According to the *Geotechnical and Geohazard Investigation Report* prepared for the Project, the most significant faults to the Project site (as it relates to seismic ground shaking) are the northwest-trending Newport-Inglewood Fault located approximately 2.6 miles northeast of the site and the Compton Fault located approximately 4.9 miles, also to the northeast. The report estimates that magnitude 7.5 and 7.49 earthquakes could be produced by the Newport-Inglewood and Compton faults, respectively. As a result, the proposed Project could be subject to future seismic shaking and strong ground motion resulting from seismic activity, and damage could occur. Design and construction of the proposed Project would be consistent with the recommendations contained in the *Geotechnical and Geohazard Investigation Report* and the California Building Code,[12] along with applicable federal, state, and local codes. The proposed Project plans and specifications must adhere to the more rigorous seismic requirements of the Field Act and be approved by the Division of the State Architect (DSA). Further, construction of the proposed Project would be overseen by an Inspector of Record who is required to ensure that the proposed Project is constructed in accordance with the DSA approved plans and specifications.

[12] According to the City of Lawndale's General Plan Safety Element, the City of Lawndale implements the most current California Building Codes, which regulate the design, construction, alteration, and maintenance of structures, including seismic design specification (City of Lawndale 2015). http://www.lawndalecity.org/html/depthtml/CDD/PDF/Safety%20Element%202015.pdf.

These recommendations, requirements, approvals, and inspections would reduce anticipated impacts by requiring the proposed Project to be built to withstand significant seismic ground shaking beyond that of typical construction. Furthermore, construction activities associated with these facilities would be conducted too shallow to produce or exacerbate significant geologic phenomena such as strong seismic shaking. Impacts would be less than significant.

a.3. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction occurs when saturated, loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. The increase in pressure is caused by strong ground motion from an earthquake. A site's susceptibility to liquefaction is a function of depth, density, groundwater level, and magnitude of an earthquake. Liquefaction-related phenomena can include lateral spreading, ground oscillation, flow failure, loss of bearing strength, subsidence, and buoyancy effects. For liquefaction to occur, the soil must be saturated (i.e., shallow groundwater) and be relatively loose. Liquefaction more often occurs in areas where groundwater level is at or above the level of the susceptible soils during the ground shaking. According to the *Geotechnical and Geohazard Investigation Report* the site is not located in a seismic hazard zone of liquefaction and is therefore not considered a potential hazard at the subject site. No impact would occur.

a.4. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?

No Impact. The Project site is in a relatively flat area with little topographic relief. In addition, the site is not located in an earthquake induced landslide zone. According to the *Geotechnical and Geohazard Investigation Report,* no evidence of landsliding was observed on or in the immediate vicinity of the site. As such, landslides are not considered a potential hazard at the site and no impact would occur.

b. Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. Erosion is a condition that could adversely affect development on any site. Construction activities could exacerbate erosion conditions by exposing soils and adding water to the soil from irrigation and runoff from new impervious surfaces. As construction activities would disturb more than 1 acre, the proposed Project would be required to obtain coverage under the state's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). Construction General Permit applicants are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement and maintain best management practices (BMPs) to avoid adverse construction-related effects on water quality. Temporary BMPs could include silt fences, straw waddles, sediment traps, gravel sandbag barriers etc. and would be implemented to control runoff and erosion during construction activities. Implementation of erosion and sediment control BMPs would prevent substantial soil erosion and sedimentation from exposed soils. In addition, post-construction measures, such as surface drainage design provisions and site maintenance practices would reduce potential soil erosion during operation of the proposed Project improvements. Therefore, potential impacts related to soil erosion or loss of topsoil would be less than significant.

c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. As mentioned under threshold a), onsite liquefaction and landslide potential are considered negligible. A dry settlement analysis was conducted as part of the geotechnical and geohazard investigation. Results of the analysis indicated that a maximum total earthquake-induced dry settlement would be less than 0.1 inch. Recommendations related to potential settlement are included in the *Geotechnical and Geohazard Investigation Report* under 11.2 *Grading Requirements*, 11.2.1. *Building Foundations*, 11.7.2. *Conventional Shallow Spread/Strip Footings* and 11.7.3. *Embedded Posts and Poles.* As mentioned previously, design and construction of the proposed Project would be consistent with the recommendations contained in the *Geotechnical and Geohazard Investigation Report* and the California Building Code, along with any other applicable federal, state, and local codes, which would reduce anticipated impacts by requiring the proposed Project to be built to withstand seismic hazards. Impacts would be less than significant.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-than-Significant Impact. Expansive soils are fine-grained soils (generally high-plasticity clays) that can undergo a significant increase in volume with an increase in water content as well as a significant decrease in volume with a decrease in water content. Changes in the water content of highly expansive soils can result in severe distress for structures constructed on or against the soils.

Expansion Index testing was performed on onsite soils as part of the geotechnical and geohazard investigation. Results on the samples obtained from within the proposed Project footprint indicate that onsite soils have a medium expansion potential. Construction of the proposed Project would be subject to applicable ordinances of the California Building Code and recommendations contained in the Project-specific *Geotechnical and Geohazard Investigation Report* (recommendations associated with expansive soils are discussed under section 11.4 *Fill Material and Import*). Therefore, impacts would be less than significant.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

No Impact. Leuzinger High School is served by an existing City sewer system and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. As such, no impact would occur.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The following discussion is summarized from the *Cultural and Paleontological Resources Assessment Report* in Appendix D to this document.

The Native American Heritage Commission (NAHC) performed a Sacred Lands File search and on October 7, 2020 the NAHC responded stating that the search yielded negative results for sacred lands within a one-mile radius of the Project site. The NAHC also provided a list of seven Native American tribal contacts who were contacted by letter on November 10, 2020. As of January 2021, one response has been received from the Gabrieleno Band of Mission Indians - Kizh Nation. The

Centinela Valley Union High School District responded in an email dated on December 15, 2020, requesting the name of a specific tribal representative responsible for consultation; and, whether the tribe can provide any information regarding any tribal cultural resource that might be affected by the proposed Project. No answer was received after this second inquiry by the District.

The proposed Project involves improvements to a previously developed school site. Consequently, any paleontological resources on site or unique geologic feature within the Project site would have likely been discovered during previous development. Thus, it's not expected that the proposed Project would destroy a unique paleontological resource or site or unique geological feature. No impact would occur.

VIII. Greenhouse Gas Emissions

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-Significant Impact. Greenhouse gas (GHG) emissions refer to a group of gases that are generally believed to affect global climate conditions. The greenhouse effect compares the earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Carbon-dioxide (CO2) is the most abundant pollutant that contributes to climate change through fossil fuel combustion. Other GHGs are less abundant but have higher global warming potential than CO2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO2, denoted as CO2e. CO2e is a metric used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect.

GHGs are the result of both natural and human-influenced activities. Volcanic activity, forest fires, biological decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooling are the primary sources of GHG emissions. Without human activity, atmospheric concentrations of GHGs and the associated climate effects vary naturally. However, increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.) has contributed to a rapid increase in atmospheric levels of GHGs over the last 150 years.

CARB has prepared a statewide GHG emissions inventory covering 2000 to 2018. Over that period, annual GHG emissions have decreased from 468 million metric tons (MMT) CO_2e in 2000 to 425 $MMTCO_2e$ in 2018 resulting in a 9 percent decrease. (CARB 2020b). Emissions from the transportation sector, which represents California's largest source of GHG emissions, decreased in 2018 compared to the previous year, which is the first year- over-year decrease since 2013 (CARB 2020c). On a per-capita basis, GHG emissions have decreased from a peak of 14 metric tons in 2001 to 10.7 metric tons in 2018, a 24 percent decrease (CARB 2020c).

GHG Thresholds

Currently, there is no statewide GHG emissions threshold that has been used to determine the potential GHG emissions impacts of a project. Threshold methodology and thresholds are still being developed and revised by air districts in the state. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG

CEQA Significance Threshold Stakeholder Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) held in September 2010, SCAQMD proposed an analysis methodology using a tiered approach for the evaluation of GHG emissions for development projects where SCAQMD is not the lead agency (SCAQMD 2010). SCAQMD developed GHG thresholds for both stationary sources as well as for land use development projects under Tier 3 of the GHG guidance. If a project's GHG emissions are below the proposed thresholds, then a project's GHG impacts would be considered less than significant.

The SCAQMD has formally adopted a 10,000 metric ton (MT) CO_2e threshold for industrial (permitted) facilities where SCAQMD is the lead agency. This industrial source threshold is not appropriate for use on commercial or school projects, such as the Project, since the proposed Project is not associated with industrial processes. For land development projects, such as the Project, the SCAQMD proposed two different approaches to be taken by lead agencies when analyzing GHG emissions:

- Option #1 includes using separate numerical thresholds for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed use projects (3,000 $MTCO_2e$/year).
- Option #2 is use of a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$/year. SCAQMD's most recent recommendation per its September 2010 meeting minutes is to use option #2.

Since the Project is non-industrial and is a land development project, the appropriate GHG threshold for the proposed Project would be 3,000 $MTCO_2e$ per year. If the Project's GHG emissions are less than 3,000 $MTCO_2e$ per year, project-level and cumulative GHG emissions would be less than significant. As shown in **Table 9,** *Annual Project GHG Emissions*, the Project's annual GHG emissions (56 $MTCO_2e$) would be well below the SCAQMD's Tier 3 threshold of 3,000 $MTCO_2e$ per year. However, this threshold was never formally adopted by SCAQMD. The Working Group has been inactive since 2011 and currently the SCAQMD has yet to formally adopt any GHG significance threshold for land use development projects. Further, SCAQMD developed the thresholds in conjunction with Assembly Bill (AB) 32 and they do not address post-2020 GHG reduction goals. Nonetheless, the SCAQMD Working Group's tiered approach for evaluating GHG emissions is identified as a screening criteria approach.

Table 9. Annual Project GHG Emissions

Source	Annual GHG Emissions ($MTCO_2e$/year)
Construction (30-year amortization)	51.2
Operations-Mobile	4.7
Total Project Emissions	55.9
SCAQMD Draft Interim GHG Significance Threshold	3,000
Exceeds Threshold?	No

Modeling output provided in Appendix B.
Source: ICF, 2021.

While not formally adopted, the SCAQMD's bright-line Tier 3 threshold of 3,000 $MTCO_2e$ per year was based on a review of CEQA projects, which determined that 90 percent of CEQA projects would exceed this threshold. Projects that do not exceed the bright-line threshold are considered to have a nominal and, therefore, less than cumulatively considerable impact on GHG emissions. As such, this threshold provides perspective on the nominal nature of the Project's emissions and shows that the Project's GHG emissions are not deemed to result in a cumulatively considerable impact on GHG emissions. In addition, in the absence of quantitative GHG thresholds and/or a qualified GHG reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency could rely on regulatory compliance to show a less-than-significant GHG impact if a project complies with or exceeds those programs adopted by CARB or other state agencies. Thus, in lieu of an updated numeric GHG threshold from SCAQMD, this GHG analysis also addresses the Project's consistency with applicable regulatory plans and policies to reduce GHG emissions to determine whether the Project may have a significant impact on the environment.

Project Emissions

The proposed Project would generate GHG emissions from construction and operations activities. Construction GHG emissions would be generated from off-road equipment, as well as mobile sources including workers, delivery trucks, and haul trucks traveling to and from the site. In accordance with SCAQMD methodology, the total amount of GHG emissions that would be generated by construction of the proposed Project was amortized over a 30-year operational period to represent long-term impacts as shown in Table 9.

As discussed previously, the proposed Project involves replacing existing athletic facilities with new athletic facilities. Project operations would result in a minimal increase in GHG emissions related to mobile sources. The existing bleacher seating capacity in the football and track and field stadium would increase slightly (by approximately 200 seats) as part of the proposed Project. For the purposes of this analysis, it has been assumed that the 200 additional seats would result in 200 additional attendees at the campus' football and track and field events. Accordingly, it's estimated that the additional seating capacity could result in 85 inbound trips (170 total trips) for each football game and track and field event. There would be seven football games per year and two track and field events. It should be noted that only the number of attendees at the football and track and field events and not the number of football games and track and field events per year are expected to change from existing conditions.

Table 9, above, presents the estimated emissions of GHGs that would be released to the atmosphere on an annual basis. Construction of the proposed Project would produce approximately 1,534.5 $MTCO_2e$, or 51.2 $MTCO_2e$ annually amortized over a 30-year period. The total annual operating emissions would be approximately 55.9 $MTCO_2e$ per year after accounting for amortized construction emissions. This mass emission rate is substantially below the most applicable quantitative draft interim threshold of 3,000 $MTCO_2e$ per year

As discussed above, the Project's compliance with regulatory programs is used to analyze the significance of its potential impacts with respect to GHG emissions dating from its post-2020 completion and operation. Under this threshold approach, the Project's GHG emissions are evaluated for consistency with each major emission sector (e.g., energy, water, waste, mobile, and stationary) addressed in the 2017 Scoping Plan to determine whether the Project's emissions would conflict with applicable sector-specific reduction targets and strategies identified in

the 2017 Scoping Plan to meet the state's 2030 target under SB 32. The Project would only result in an increase of emissions from mobile sources; therefore, only compliance with the mobile source sector is evaluated.

GHG emissions associated with on-road mobile sources are generated from spectators attending athletic events at Leuzinger High School. As shown in Table 9, the proposed Project's mobile source emissions would be 4.7 $MTCO_2e$/year and would represent the only source of GHG emissions during Project operations. It should be noted that these emissions are for the opening year (2023) of the Project, and that future emissions from motor vehicles would continue to decline as the state's transportation sector transitions to zero-emissions and lower-emission vehicles. CARB acknowledges that reductions in vehicle miles traveled (VMT) are required to meet the state's long-term climate change goals. The Project site is located in close proximity to rail and bus lines, including the Los Angeles County Metropolitan Transportation Authority (Metro) C Line (Green line) Marine/Redondo Beach Station approximately 1.2 miles to the southwest of the Project site, and Metro bus routes 40, 125, and 211 and Metro Rapid line 740 are located within 0.3 miles of the campus. The Project's urban infill location, with nearby access to public transportation in proximity to the Project site, is consistent with state and local VMT reduction policies.

Overall, the Project's GHG emissions would be considered nominal and the Project would be consistent with the state's goal of reducing VMT. GHG emissions from construction and operation of the proposed Project would have a less-than-significant impact on the environment, and no mitigation is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. A significant impact may occur if the proposed Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

The proposed Project would not conflict with plans, policies and regulations adopted for reducing emissions of GHGs including Assembly Bill 32 Scoping Plan, which includes goals such as energy conservation and energy efficiency. The proposed Project would replace the existing lighting with energy-efficient light emitting diode (LED) lighting and include new synthetic turf that would be installed on the softball/multi-use field, outdoor football field, and baseball field, which would reduce water consumption and associated GHG emissions related to supplying and treating water. In addition, the Project site is also located in close proximity to rail and bus lines, including the Metro C Line (Green line) Marine/Redondo Beach Station approximately 1.2 miles to the southwest of the Project site, and Metro bus routes 40, 125, and 211 and Metro Rapid line 740 are located within 0.3 miles of the campus. These bus routes would provide convenient connection to the regional transit system. The proposed Project would be consistent with the mobility and transit accessibility objectives of the Southern California Association of Government's *Regional Transportation Plan and Sustainable Communities Strategies*. Therefore, the proposed Project would result in a less-than-significant impact related to GHG reduction plans, and no mitigation is required.

IX. Hazards and Hazardous Materials

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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 involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☒	☐
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. Project construction would involve the routine transport, use, and disposal of hazardous materials such as fuel, solvents, paints, oils, grease, and caulking. The transport, use, and disposal of hazardous materials during construction would be required to comply with applicable regulations such as California Department of Toxic Substances Control (DTSC), United States Environmental protection Agency, and Department of Transportation (DOT) Hazardous Materials regulations. Although these materials would be transported, used, and disposed of during construction, they are commonly used in construction projects and would not represent the transport, use, or disposal of acutely hazardous materials.

In addition, construction activity disturbing 1 acre or more must obtain coverage under the state's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction General Permit applicants are required to prepare a stormwater pollution prevention plan (SWPPP) and implement and maintain best management practices (BMPs) to avoid adverse construction-related effects on receiving water quality, including releases of hazardous materials. Because the proposed action would result in the disturbance of an area greater than 1 acre, the applicant would be required to obtain coverage under the Construction General Permit prior to construction. Short term construction impacts would be less than significant.

The proposed Project would replace existing facilities with a new outdoor football field and track, outdoor basketball courts, home and visitor concession buildings, a new baseball field, bike racks, drinking fountains, benches, etc. Chemicals to be used during operations could include common materials such as toners, paints, lubricants, cleaners, and other maintenance materials. Due to the nature of the proposed Project operations, these materials are expected to be used in small quantities and any spills would be localized and cleaned up as they occur. Additionally, once the proposed improvements are completed and operational, the use of these materials is not expected to substantially increase beyond pre-Project levels. As such, potential impacts associated with the routine transport, use, or disposal of hazardous materials during proposed Project operations would be less than significant.

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?

Less-than-Significant Impact. As described in the response to question a) above, typical construction-related hazardous materials would be used during construction of the proposed Project, including fuel, solvents, paints, oils, grease, and caulking. It is possible that any of these substances could be released during construction activities. However, compliance with federal, state, and local regulations in combination with BMPs implemented from a SWPPP would ensure that all hazardous materials are used, stored, and disposed of properly, which would minimize potential impacts related to a hazardous materials release during construction activities.

According to the State Water Resource Control Board's *GeoTracker* site, there are two Leaking Underground Storage Tank sites located within 0.25 mile[13] of the Project site. They are the following:

- **Tosco – 76 Station #3859 (Case number T0603702852)**. The site is located at 4008 Rosecrans Avenue W and is listed with a prior gasoline release to groundwater. The site was granted *Case Closed* status in November of 2014 by the Los Angeles Regional Water Quality Control Board (RWQCB). Remediation activities included groundwater monitoring, air sparging and soil vapor extraction.
- **ARCO #1260 (Case number T0603704577)**. The site is located at 4009 Rosecrans Avenue W and is listed with a prior solvent or non-petroleum hydrocarbon release to groundwater. The site was granted *Case Closed* status in December of 2015 by the Los Angeles RWQCB. Similar to the Tosco Station above, remediation activities included groundwater monitoring, air sparging and soil vapor extraction.

[13] https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=4118+rosecrans+avenue%2C+lawndale+CA; accessed 11/18/2020.

Sites within a 0.25-mile radius are presented above as they are the most likely to present a potential deleterious effect to the Project site. As both gas stations have been remediated to the satisfaction of the oversight agency, the risk of adverse impacts due to implementation of the proposed Project is considered low.

The proposed Project would result in the demolition of existing bleachers, hardscape, and landscape features, thus significant amounts of asbestos, lead, and other hazardous building materials are not expected to be encountered during these activities. Thus, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-Significant Impact. The proposed Project is within a school site. Other nearby schools include Jefferson Elementary School - located approximately 0.24 mile to the north, Lucille J Smith Elementary - located approximately 0.26 mile to the west and Prairie Vista Middle School - located approximately 0.38 mile to the northeast.

Routine transport, use, and disposal of hazardous materials such as fuel, solvents, paints, oils, grease, and caulking would occur during construction of the proposed Project. Such transport, use, and disposal would be compliant with applicable regulations previously mentioned. In addition, the proposed Project would implement site-specific BMPs as part of a SWPPP to minimize the potential of a release of these materials into the environment. Although small amounts of hazardous materials would be transported, used, and disposed during construction, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials.

Demolition activities to be conducted as part of the proposed Project would only involve existing bleachers, hardscape, and landscape features, thus, no significant amounts of hazardous building materials would be handled and are not expected to pose a risk to the proposed Project or any nearby site, including schools within 0.25 mile.

Due to the nature of the proposed Project, hazardous materials used in operations would include common hazardous materials such as paints, lubricants, cleaners, etc. These materials are expected to be used in small quantities and any spills would be localized and cleaned up as they occur. As such, impacts related to hazardous materials within a quarter mile of an existing or proposed school would be less than significant.

d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project site is not listed in any of the CalEPA *Cortese List Data Resources.*[14] The *Cortese List Data Resources* include *Hazardous Waste and Substances* sites from DTSC's *EnviroStor* database, Leaking Underground Storage Tank (LUST) Sites from the State Water Board's *GeoTracker* database, solid waste disposal sites identified (by the State Water Board) with waste constituents above hazardous waste levels, "active" Cease and Desist Order (CDO) and Cleanup and Abatement Order (CAO) sites, and hazardous waste facilities subject to corrective action as identified by the

[14] https://calepa.ca.gov/SiteCleanup/CorteseList/; accessed 11/17/2020.

DTSC. As the Project site was not identified in any *Cortese List Data Resources,* no impacts associated with the Project site being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 would occur.

e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the Project area?

Less-than-Significant Impact. The Project site is located approximately 1.38 miles to the southwest of the Hawthorne Municipal Airport. The tallest proposed Project features consist of the bleachers associated with the new outdoor football field and track (which measure 116-feet in height). However, according to the Los Angeles County Airport Land Use Commission's *Airport Influence Area*, the Project site is not within any of the airport's safety or influence areas (Los Angeles County Airport Land Use Commission 2003) and is not subject to Federal Aviation Administration restrictions. Thus, implementation of the proposed Project would not result in a safety hazard for people residing or working in the Project area nor would it expose people to excessive noise levels (see Noise section of this document). Potential impacts would be less than significant.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. Implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project would not allow any construction vehicles or equipment to park or remain stationary for extensive periods of time within any of the main roadways (i.e., Avis Avenue, W 147th Street, Larch Avenue, Rosecrans Avenue) leading into the Project site. Soil export during construction would involve approximately 10 trucks a day for 120 days, with soil disposal occurring in the Azusa landfill. However, large construction vehicles entering and exiting the site would be guided by the use of personnel using signs and flags to direct traffic. Moreover, the proposed Project does not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the Project vicinity.

Project features such as not allowing construction vehicles and equipment to park or stop for extended amounts of time along main arterial roadways, the use of flag personnel to ensure the continued flow of traffic, and compliance with programs, rules, and regulations for emergency response would ensure that the proposed Project would not impair or interfere with implementation of an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. Implementation of the proposed Project would not 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. According to the CalFIRE *California Fire Hazard Severity Zone Viewer*, the proposed Project site does not exist within a CalFIRE Very High Fire Hazard Severity Zones (CalFIRE 2020).[15] The Project is located in a heavily urbanized area within the City of Los Angeles. No impact would occur.

[15] https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414; accessed 11/20/2020.

X. Hydrology and Water Quality

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	☐	☐	☒	☐
	1. Result in substantial erosion or siltation on or off site;	☐	☐	☒	☐
	2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;	☐	☐	☒	☐
	3. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	4. Impede or redirect flood flows?	☐	☐	☒	☐
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☒	☐
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-than-Significant Impact. A significant impact would occur if the proposed Project discharged water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems such as the Los Angeles Regional Water Quality Control Board (LARWQCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

As described in Chapter 2, Project Description, construction of the proposed Project would require the demolition of the existing, approximately 10,000 square-foot bleachers, approximately 90,000 square-feet of hardscape, and 320,000 square-feet of landscape. There would be approximately 100,000 square feet of asphalt paving for the synthetic track sub layer and new parking lots. The proposed Project would replace approximately 245,000 square-feet of pervious surface to synthetic turf. Therefore, impervious surface is anticipated to increase as compared to existing conditions. In addition, on-site use, storage of fuels, lubricants, and other hydrocarbon fluids during construction, would all carry the potential risk of affecting water quality. Storm events during construction could also carry disturbed sediments and spilled substances from construction activities off-site to nearby receiving waters. The Geotechnical Report prepared for the proposed Project concluded that the Project site was not suitable for stormwater infiltration. Therefore, an expanded storm drain system would be installed and would connect to the existing storm drain system in order to accommodate the additional runoff.

The proposed Project would be required to comply with National Pollutant Discharge Elimination System (NPDES) permit requirements as described in Regulatory Compliance Measure **RCM-WQ-1**, which would identify structural and nonstructural BMPs to be implemented during the construction phase. With implementation of BMPs, the proposed Project would not violate any water quality standards or waste discharge requirements. As such, the proposed Project would not cause a violation of state water quality standards or otherwise substantially degrade water quality, and impacts would be less than significant.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less-than-Significant Impact. A significant impact may occur if the proposed Project results in substantial depletion of groundwater supplies during construction or operation of the proposed Project.

The Geotechnical Report prepared for the proposed Project identified a historic groundwater depth at the Project site of approximately 40 feet below ground surface (bgs) (Appendix E). Depth to groundwater can be expected to fluctuate both seasonally and from year to year. Fluctuations in the groundwater level may occur due to variations in precipitation, irrigation practices at the site and in the surrounding areas, climatic conditions, and pumping from wells. Construction activities would not require excavation beyond seven feet. The proposed Project would result in the consumption of water as a result of construction and operational activities and the sources of that water could include local groundwater supplies. However, given the relatively small size of the proposed Project and the fact that it includes sustainable design principals, including drought-resistant landscaping, consumption of significant amounts of groundwater that would lower groundwater levels or deplete local supplies is not anticipated. Although the proposed Project would increase water consumption on the site due to the home and visitor concession buildings that include restroom facilities, the minor incremental impact on City water supplies would not require new or expanded entitlements. Additionally, although impervious surfaces would increase from construction of the proposed Project, it would not be substantial enough to interfere with groundwater recharge.

c.1. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: Result in substantial erosion or siltation on or off site?

Less-than-Significant Impact. A significant impact would occur if the proposed Project resulted in a substantial alteration of drainage patterns and an increase in erosion or siltation during construction or operation of the proposed Project.

The proposed Project would increase the amount of impervious surfaces by approximately 245,000 square-feet on the Project site as compared to existing conditions. The existing storm drain system would be expanded to accommodate the additional runoff. The proposed Project would implement BMPs, such as hydroseeding all graded slopes, that would minimize short-term construction erosion impacts.

No natural drainage or riparian areas remain within the Project site or the surrounding area. In addition, no streams or rivers are located within the immediate vicinity of the proposed Project. As a result, the proposed Project would not result in the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off- site. Impacts would be less than significant.

c.2. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?

Less-than-Significant Impact. A significant impact may occur if the proposed Project were to impede or redirect flood flows contributing to flooding on- or off-site.

There are no lakes or streams within the immediate vicinity of the proposed Project area. The Project area is primarily urbanized and no natural stream channels remain. Storm water surface runoff is anticipated to increase as a result of the proposed Project; however, the proposed Project would include biofiltration and catch basins to reduce to decrease the rate or amount of surface runoff. Additionally, according to Los Angeles County Low Impact Development (LID) Standards, "Stormwater quality control measures are required to augment site design principles and source control measures to reduce the volume of stormwater runoff and potential pollution loads in stormwater runoff to the maximum extent practicable." The Los Angeles County LID also states that "In general, all proposed projects must maximize on-site retention of the stormwater quality design volume through infiltration and/or bioretention." The proposed Project would be consistent with County LID standards. As such, the proposed Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, and this impact is less than significant.

c.3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-than-Significant Impact. A significant impact would occur if the volume of runoff increased to the point where it exceeds the capacity of the storm drain system serving the Project site or substantially increases the probability that polluted runoff would reach the storm drain system.

As discussed above, although the proposed Project would result in more impervious surfaces as compared to existing conditions, the proposed Project would include biofiltration and catch basins to reduce to decrease the rate or amount of surface runoff. Additionally, according to Los Angeles County Low Impact Development (LID) Standards, "Stormwater quality control measures are required to augment site design principles and source control measures to reduce the volume of stormwater runoff and potential pollution loads in stormwater runoff to the maximum extent practicable." The Los Angeles County LID also states that "In general, all proposed projects must maximize on-site retention of the stormwater quality design volume through infiltration and/or bioretention." The proposed Project would be consistent with County LID standards. As such, the proposed Project would not contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the impact would be less than significant.

c.4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: Impede or redirect flood flows?

Less-than-Significant Impact. During construction of the proposed Project, stormwater BMPs would be implemented, as required by federal, state, county, and local policies to minimize degradation of water quality associated with stormwater runoff or construction-related pollutants. In addition, construction activities and operation would comply with local stormwater ordinances, stormwater requirements established by the Los Angeles County MS4 Permit and regional waste discharge requirements. As required by law, the proposed Project would involve the construction of diversion structures, pre-treatment systems, and infiltration wells to improve water quality. In addition, features including native and drought-tolerant landscaping, planter pockets, and LID features such as porous concrete walkways, permeable pavers, and rock cobble bioswale would provide water quality benefits through stormwater treatment to reduce the risk of release of pollutants due to Project inundation. Because the proposed Project area is not subject to flooding due to flood hazard, tsunami, or seiche inundation, no adverse effects from these types of events would occur. Therefore, the impact of risk of release of pollutants as a result of Project inundation is less than significant.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

Less-than-Significant Impact. The proposed Project site is outside of the 100-year floodplain, within FEMA Zone X (unshaded), areas of minimal flood hazard (FEMA 2008). According to California Emergency Management Agency tsunami mapping, the Project site is not subject to inundation by a tsunami (CalEMA 2009). No large waterbodies exist in close proximity to the Project site; therefore, the proposed Project would not be prone to inundation by a seiche.

During construction of the proposed Project, stormwater BMPs would be implemented, as required by federal, state, county, and local policies to minimize degradation of water quality associated with stormwater runoff or construction-related pollutants. In addition, construction activities and operation would comply with local stormwater ordinances, stormwater requirements established by the Los Angeles County MS4 Permit and regional waste discharge requirements. Because the proposed Project area is not subject to flooding due to flood hazard, tsunami, or seiche inundation, no adverse effects from these types of events would occur. Therefore, the impact of risk of release of pollutants as a result of Project inundation is less than significant.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. During construction of the proposed Project, stormwater control BMPs would be implemented, as required by the NPDES Construction General Permit (CGP), as described in Regulatory Compliance Measure **RCM-WQ-1**, to reduce the discharge of pollutants and the potential for adverse impacts to water quality. These stormwater BMPs would be implemented to control construction site runoff and to reduce the discharge of pollutants to storm drain systems from stormwater and other nonpoint-source runoff. As part of compliance with permit requirements during ground disturbing or construction activities, implementation of water quality control measures and BMPs would ensure that water quality standards would be achieved, including the water quality objectives that protect designated beneficial uses of surface water and groundwater, as defined in the Los Angeles Regional Water Board's Basin Plan. Construction runoff would also have to comply with the appropriate water quality objectives for the region. The NPDES CGP also requires stormwater discharges not to contain pollutants that cause or contribute to an exceedance of any applicable water quality objectives or water quality standards, including designated surface and groundwater beneficial uses. Operation of the proposed Project would not increase demands for groundwater. Surface landscaping would utilize native and drought-tolerant landscaping.

Based on the above analysis, implementation of water quality control measures and BMPs would ensure that water quality standards would be achieved, including the water quality objectives that protect designated beneficial uses of surface water and groundwater, as defined in the Los Angeles Regional Water Board's Basin Plan. Therefore, no impacts related to implementation of a water quality control plan are anticipated.

Regulatory Compliance Measure. No mitigation is required. The following Regulatory Compliance Measure describes existing regulations that are applicable to the proposed Project and are considered in the analysis of potential impacts related to hydrology and water quality.

> **RCM-WQ-1**. **Construction General Permit.** Prior to commencement of construction activities for each phase of development, the Applicant shall obtain coverage under the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit),* NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Stormwater Pollution Prevention Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge

Identification Number (WDID) is obtained for the Project from the SMARTS and provided to the City of Lawndale Chief Building Official, or designee, to demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the Project. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and shall include BMPs (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs) to control the pollutants in stormwater runoff. Upon completion of construction activities and stabilization of the Project site for each phase of development, a Notice of Termination shall be submitted via SMARTS.

XI. Land Use and Planning

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

a. Physically divide an established community?

No Impact. A significant impact would occur if the proposed Project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures.

The proposed Project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed Project would replace the existing Leuzinger High School athletic fields and facilities with new facilities within the existing boundaries of the high school campus. No off-site improvements or structures are proposed. Therefore, the proposed Project would not physically divide an established community and no impact would occur.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. A significant impact could occur if the proposed Project would result in environmental impacts that conflict with local plans, City of Lawndale zoning designations, or other environmental regulations applicable to the Project site that are intended to avoid or mitigate an environmental effect.

The local land use plan that is most relevant and applicable to the Project site is the City of Lawndale General Plan (adopted in December 1991) (the reader is also referred to other impact sections in this IS/MND for a discussion of other plans that are applicable to the Project site, such as the South Coast Air Quality Management District Air Quality Management Plan). The General Plan includes the following elements, each of which contain specific goals and policies: Land Use, Circulation, Housing, Economic Development, Open Space, Conservation (Water Conservation, Air Quality, Energy Conservation, Cultural Resources, and Solid Waste), Safety (Seismic and Safety, Hazardous Materials), and Noise. As discussed in other impact sections of this IS/MND, the proposed Project would not result in significant impacts in any of the environmental categories addressed by the elements of the General Plan. Consequently, it would not conflict with any of the goals and policies of the General Plan adopted for the purpose of avoiding or mitigating an environmental effect.

Additionally, the Project site is zoned as Institutional (I) in the City of Lawndale General Plan (City of Lawndale 2004). Pursuant to Lawndale Municipal Code Section 17.68.040, the Institutional Zone permits public educational or governmental uses and their necessary related facilities, including: public preschools; public elementary schools; public secondary schools; public schools of higher learning, including junior colleges; public trade schools, technical schools and similar places of job training; facilities necessary for federal, state or city governmental operations; public or private roller hockey facilities; and other public or private recreational facilities subject to a special use permit and development standards set. The Project does not propose uses that would conflict with the City of Lawndale Municipal Code.

Therefore, no significant land use plan or policy conflict impacts would occur as a result of construction and operation of the proposed Project.

XII. Mineral Resources

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

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?

No Impact. A significant impact could occur if the Project site were located in an area used or available for extraction of a regionally important mineral resource, or if proposed Project development would convert an existing or future regionally important mineral extraction use to another use, or if proposed Project development would affect access to a site used or potentially available for regionally important mineral resource extraction.

According to the Conservation Element of the City of Lawndale General Plan, the Project site is located on a mineral resource, the Lawndale Oil Field, but has not been active since the 1930s. The possibility of re-opening the field, in the event of an energy-related crisis exists. The existing zoning classifications, however, no longer allow for this type of use. Additionally, any drilling would most likely occur outside the City limits in areas where higher productivity could be achieved (City of Lawndale 1992).

The Project site is not located in an area designated a Mineral Resource Zone (MRZ-2) by the Los Angeles Department of Regional Planning (Los Angeles County General Plan), which means that the Project site does not contain potentially significant sand and gravel deposits identified for preservation.

The Project site is not used for mineral extraction. No mineral extraction activities would be disrupted or removed under the proposed Project. The proposed Project would replace existing athletic facilities, i.e., softball field, outdoor basketball courts, football field and track, baseball field, and tennis courts with a softball/multi-use field with outdoor basketball courts, outdoor football field and track, outdoor basketball courts, and home and visitor concession buildings, and a baseball field with two parking lots totaling 51 spaces. All of the proposed new and improved facilities would be located within the existing boundaries of the high school campus.

As such, construction and operation of the proposed Project would not 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 and no impacts would result.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The Project site is not located within a Mineral Resource Zone 2 (MRZ-2) Area (Los Angeles County General Plan). The Project site is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (City of Lawndale 1992). Thus, there would be no impacts from construction or operation of the proposed Project to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan and no impacts would result.

XIII. Noise

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b.	Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
.	Be located within the vicinity of a private airstrip or 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 and expose people residing or working in the Project area to excessive noise levels?	☐	☐	☒	☐

Discussion

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Less-than-Significant Impact. A significant impact would occur if the proposed Project exposed persons to or generated noise levels in an exceedance of standards established in the City of Lawndale's General Plan or would result in an exceedance in any established standard in the noise ordinance.

City of Lawndale General Plan

The City of Lawndale's Noise Element includes a land use compatibility matrix for noise exposure (**Table 10,** *City of Lawndale Land Use Compatibility Matrix*) designed to establish guidance and ensure noise compatibility with existing land uses. As discussed above, the Project would normally have a significant impact if noise levels would result in an exceedance of an established standard. Therefore, the Project would have a significant impact if the Project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL, to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5-dBA or greater noise increase.

Table 10. City of Lawndale Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure L_{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Residential – Low Density Single Family Duplex, Mobile Homes							
Residential – Multi-Family							
Transient Lodging – Hotels, Motels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings – Business, Commercial & Professional					1 2 3	4	

Land Use Category	Community Noise Exposure L_{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Industrial, Manufacturing, Utilities, Agriculture							
Normally Acceptable	*Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.*						
Conditionally Unacceptable	*New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*						
Normally Unacceptable	*New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*						
Clearly Unacceptable	*New construction or development should generally not be undertaken.*						

Source: City of Lawndale General Plan (1991).

City of Lawndale Municipal Code

Section 8.20.060 (A) of the City's Municipal Code prohibits any person to "make, cause or suffer, or permit to be made upon any premises owned, occupied or controlled by that person any noises or sounds which are unreasonably loud or physically annoying to persons of ordinary sensitivity, or which are so harsh or so prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to other persons. However, Section (B) states that provisions of this section do not apply to noise or sounds generated in connection with any of the following:

4. School-related activities and/or programs, including, but not limited to, athletic and entertainment events and activities, provided said activities are conducted on the grounds of a public or private school or college or on other public property.

Section 8.20.070 (A) of the City's Municipal Code limits construction activities to between the hours of seven a.m. and seven p.m., Monday through Friday (except national holidays), and eight a.m. and five p.m. Saturdays. Construction activity is prohibited at all other hours and on Sundays and national holidays. For purposes of this section, "construction" or "construction activity" includes site preparation, demolition, grading, excavation, and the erection, improvement, remodeling, or repair of structures, including operation of equipment or machinery and the delivery of materials associated with those activities.

Existing Noise Levels

The existing noise-sensitive receptors in the immediate vicinity of the proposed Project include multi- and single-family residences on all sides of the Project site. Other land uses in the vicinity include commercial businesses and retail stores; the closest commercial uses to the Project site are located on the north side of Whittier Boulevard, directly across the street from the proposed Project site. Existing sources of noise include the local roadway network surrounding the Project site, including Rosecrans Avenue to the north, W. 147th and Avis and Larch Avenues to the east and west,

as well as noise typical of developed residential areas. Field measurements were conducted February 19th, 2021 (short-term) and February 19th through 22nd (long-term). **Table 11,** *Existing Ambient Noise Levels Surrounding the Project Site*, shows the results of field measurements conducted as part of this analysis. **Figure 8,** *Noise Measurement Locations*, shows short- and long-term measurement locations.

Table 11. Existing Ambient Noise Levels Surrounding the Project Site

Measurement	Address	Time/Date	Leq	Day/Evening/Night Leq [1] CNEL [2]
ST-1	4229 Rosecrans Avenue	09:20/ 2/19/21	68.2	--
ST-2	14415 Larch Avenue	09:49/ 2/19/21	55.8	--
ST-3	14526 Freeman Avenue	08:24/ 2/19/2021	47.4	--
LT-1	14405 Larch Avenue	2/19 through 2/22/2021	--	Day (60.6 – 69.6) Evening (61.3 – 64.7) Night (52.7 – 63.4) CNEL – 67.8

Notes:

[1] The representative time frames (day, evening night) include the dates at which the sound level meter was running, specifically from 1:00 PM on Friday March 19th through 8:00 AM on Monday March 22nd.

[2.] CNEL is 24-hour average metric that is calculated by assigning penalties to noise produced during certain times of the day. CNEL is broken into three distinct times of day, daytime (7:00 AM – 7:00 PM), evening (7:00 PM – 10:00 PM), and nighttime (10:00 PM – 7:00 AM). A 5 dB penalty is assigned to noise produced during the evening hours and a 10 dB penalty is assigned to noise produced during the nighttime.

Source: ICF, 2021.

Noise levels from short-term measurements ranged from 47.4 to 68.2 dBA Leq at locations surrounding the Project site. Noise levels from long-term measurements showed that the daytime noise levels ranged from 60.6 to 69.6 dBA Leq, with the evening noise level ranging from 61.3 to 64.7 dBA Leq and the nighttime noise levels ranging from 52.7 to 63.4 dBA Leq. The calculated CNEL at the measurement location was 67.8 dBA CNEL. Field sheets and photos are included in Appendix F to this document.

Construction

Construction-related noise was analyzed using data and modeling methodologies from the Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM) (FHWA 2008), which predicts noise levels at nearby receptors by analyzing the type of equipment, the distance from source to receptor, usage factor, and the presence or absence of intervening shielding between source and receptor. Noise levels for each phase of construction were analyzed at four receptors in the vicinity of the Project site. Receptors modeled as part of the construction noise modeling include residences located to the north, west, south, and east of the Project site. Distance to each receiver is based on the acoustical centroid[16] of construction. The respective distances from the acoustical

[16] Calculating the distance for the acoustical centroid accounts for the mobile nature of construction equipment. The acoustical centroid is calculated by taking the square root of the further distance time the nearest distance construction equipment could be from a receiver.

Figure 8. Noise Measurement Locations

centroid are: 287 feet to the northern receptor, 192 feet to the western receptor, 115 feet to the southern receptor, and 1,005 feet to the eastern receptor. Noise associated with various types of construction equipment anticipated to be used summarized in **Table 12,** *Construction Equipment Reference Noise Levels*. The noise levels are provided for a reference distance of 50 feet.

Table 12. Construction Equipment Reference Noise Levels

Phase	Equipment Item	Maximum Noise Level (L_{max}) at 50 feet, dBA	Average Noise Level (L_{eq}) at 50 feet, dBA
Demolition	Concrete Saw	89.6	82.6
	Excavator	80.7	76.7
	Rubber Tired Dozer [1]	81.7	77.7
Grading	Excavator	80.7	76.7
	Grader	85.0	81.0
	Rubber Tired Dozer [1]	81.7	77.7
	Scraper	83.6	79.6
	Backhoe	77.6	73.6
Foundation	Pump	81.4	74.4
	Backhoe	77.6	73.6
Building Construction	Cranes	80.6	72.5
	Forklifts [1]	79.1	75.1
	Generator Sets	80.6	77.6
	Tractors/Loaders/Backhoes	77.6	73.6
	Welders	74.0	70.0
Paving	Pavers	77.2	74.2
	Paving Equipment [1]	89.5	82.5
	Rollers	80.0	73.0
Architectural Coating	Air Compressor	77.7	73.7
Track and Bleacher Construction	Cranes	80.6	72.6
	Forklifts [1]	79.1	75.1
	Generator Sets	80.6	77.6
	Tractors/Loaders/Backhoes	77.6	73.6
	Welders	74.0	70.0

[1] – The RCNM does not include an exhaustive list of construction equipment, Therefore, for the purposes of this analysis an equivalent piece of construction equipment was substituted if the specific piece of equipment was not included in the program's database. The complete list of construction equipment is included in Appendix (F)
Source: RCNM, 2008.

Construction of the proposed Project is anticipated to begin in July 2021 and last approximately 17 months. Day-to-day construction activities would vary throughout the construction process and would cease once construction of the Project is completed. In accordance with the City of Lawndale's municipal codes, construction would not take place outside the hours of 7 a.m. to 7 p.m. Monday

through Friday, or 8 a.m. to 5 p.m. on Saturdays, or at any time on Sunday or national holidays. As shown above, Project construction would be broken down into phases. The phases of construction and the cumulative noise level at each receiver are summarized in **Table 13,** *Noise Levels from Construction Equipment*.

Table 13. Noise Levels from Construction Equipment

Phase	Noise Level (L_{eq}) at Closest Sensitive Receptors, dBA [1] [2]			
	Western Modeled Receptor (192 Feet)	Northern Modeled Receptor (286 Feet)	Eastern Modeled Receptor (1,005 Feet)	Southern Modeled Receptor (115 Feet)
Demolition	72.9	69.4	58.5	77.4
Grading	73.7	70.2	59.6	78.2
Foundation	65.3	61.9	51.0	69.8
Building Construction	69.8	66.4	55.4	74.3
Paving	71.8	68.4	57.5	76.3
Architectural Coating	62.0	58.5	47.6	66.5
Bleachers and Track Construction	69.8	66.4	55.4	74.3

[1] – Noise levels at nearby receivers does not take into account intervening shielding from buildings or other potential barriers.

[2] – Noise levels from construction do not factor in existing ambient noise levels, Noise levels are used comparatively to ambient measurements presented in Table 11, above.

Source: ICF, 2021.

Table 13, above, shows that the grading phase would represent the worst-case noise condition during construction with noise levels ranging from 59.6 to 78.2 dBA Leq at surrounding residential land uses. Based on the ambient field measurements in Table 11, construction noise levels would be clearly audible as receivers located to the south and west and would generally be audible at receivers north of the Project site. Construction noise would present a significant impact if construction would occur outside of the hours identified in City's municipal code. While noise from construction would be clearly audible at residential land uses surrounding the Project site, the Project would comply with the hours required by the City's municipal code. To ensure construction noise is minimized and reduced to the greatest extent practical, the following mitigation measure is proposed:

MM-NOI-1: Construction Site Noise Control: The following methods shall be considered and implemented by the construction contractor as part of the Project to reduce noise to the greatest extent practical.

a. Use low-noise-generating construction equipment, in lieu of large pieces of equipment;

b. Properly maintain all construction equipment, including mufflers and ancillary noise abatement equipment;

c. Ensure that all mobile and stationary noise-producing construction equipment used on the Project site that is regulated for noise output by a local, state, or federal agency complies with such regulation while in the course of Project activity;

d. Schedule high noise-producing activities during periods that are least sensitive;

e. Switch off construction equipment when not in use;

f. Position stationary construction equipment, such as generators and compressors, as far away as practical from noise-sensitive receptors;

g. Restrict the use of noise-producing signals, including horns, whistles, alarms, and bells, to safety warning purposes only;

h. Route construction-related truck traffic away from noise-sensitive areas; and

i. Reduce construction vehicle speeds.

Operational Noise

The proposed Project would largely replace the existing athletic facilities with similar but improved facilities. However, the capacity of the existing bleachers in the football and track and field stadium would be increased by approximately 200 seats from approximately 2,300 seats to 2,500 seats. For the purposes of the environmental analyses in this document, it has been conservatively assumed that the 200-seat increase in capacity would result in a corresponding increase in the number of attendees at the football and track and field events held on the campus. This increase in attendance would generate new vehicle trips that would add incrementally to traffic on surrounding streets and could change the associated traffic noise. While the Project could increase the number of trips, the Project would not increase the number of high school athletic events or activities that occur on the Project site. **Table 14,** *Average Project Related Traffic for Home Football Games*, and **Table 15,** *Average Daily Project Related Traffic for Home Track and Field Meets,* show the average opening year traffic anticipated for the football games and track and field events that would occur in the football and track and field stadium.

Based on the trip generation numbers (see Appendix F) prepared for the proposed Project (Fehr and Peers 2020), the Project is anticipated to generate no more than 41 pm peak trips associated with the football games and no more than 39 additional average daily trips associated with track and field meets. In order to increase noise levels by a factor of 3 dB, the associated source would need to double. Therefore, based on the potential small increases in traffic associated with the proposed Project, noise increase would generally be considered imperceptible and impacts would be less than significant.

Table 14. Average Project Related Traffic for Home Football Games

Intersections	PM traffic volume (no Project)	PM traffic volume (Project)	Project Related Traffic Increase
Inglewood avenue/W. Rosecrans avenue	5,541	5,547	6
Hawthorne boulevard/W. Rosecrans avenue	5,756	5,764	8
Hawthorne boulevard/W. 149th street	92	120	28
Hawthorne boulevard/Marine avenue	5,286	5,313	27
Hawthorne boulevard/Manhattan Beach boulevard	5,779	5,805	26
Crenshaw Boulevard/W. El Segundo boulevard	5,987	6,005	18
Crenshaw boulevard/W. 135th street	4,164	4,191	27
Crenshaw boulevard/W. Rosecrans avenue	5,505	5,546	41

Source: Fehr and Peers, 2021.

Table 15. Average Daily Project Related Traffic for Home Track and Field Meets

Study Segment	ADT traffic volume (no Project)	ADT traffic volume (Project)	Project Related Traffic Increase
Inglewood avenue/West of Rosecrans avenue	33,835	33,867	32
Hawthorne boulevard/W west of Rosecrans avenue	36,822	36,826	4
Hawthorne boulevard/ West of 149th street	23,368	23,376	8
Hawthorne boulevard/Marine avenue	27,080	27,120	40

Source: Fehr and Peers, 2021.

The proposed Project would include the design and operation of a Public Address (PA) system located at the football stadium. An existing PA system is currently in use at the existing football stadium. The PA system designed for the proposed Project would include three mounted speakers on each of the poles located in the football stadium and two mounted speakers on each of the poles located in the softball/multi-use field. The stadium and softball/multi-use field would have 4 poles a piece for a total of 12-pole mounted speakers facing the stadium and 8-pole mounted speakers facing the softball/multi-use field. Based on the Project design and the anticipated speaker type, the maximum output rated for each speaker is 126 dB at a distance of 1 meter (3.3 feet).[17] The Project specs require that the PA noise level should be 98 dB at all seats, which results in an output of 110 dB at a distance of 1 meter. The pole mounted speakers would be directionally focused on the field and stands, which means that noise levels at a 45-degree angle would be reduced by a conservative 3 dB. Therefore, this analysis is considered conservative.

Based on the Project design, pole mounted speakers would be approximately 300 and 500 feet from the closest residences. Assuming that all speaker operated at one time, the instantaneous noise level at the closest residence would be approximately 77 dB. It should be noted that this noise level would only occur during the operation of the PA system and would cease once the PA speaker was complete. While a noise level of 77 dB is likely above the existing ambient noise levels, as shown in Table 11, it would likely be similar to the existing PA system output during games, at the nearby residences. Additionally, the City of Lawndale's municipal code Section 8.20.060 (B) exempts school-related activities and/or programs, including, but not limited to, athletic and entertainment events and activities, provided said activities are conducted on the grounds of a public or private school or college or on other public property. As such impacts from the use of the PA system would be less than significant.

As discussed above the minor increase in attendance at campus athletic events and vehicle traffic would be small relative to the existing number of attendees and vehicles (as noted above). Accordingly, the potential increase in attendance is not expected to result in a noticeable increase in crowd noise and impact would be less than significant.

[17] It should be noted that the spec sheet provided as Appendix F shows the maximum rating was obtained based on the Project spec sheet. The spec sheet for the speaker references 126 dB as the maximum output, however, does not reference a distance for this rating. A distance of 1-meter has been assumed in order to calculate the representative noise level at nearby receivers.

Noise generated at parking lots would be similar to the existing parking lots noise, i.e. vehicles starting, car doors slamming, people talking, etc. Although short-term noise would likely be audible at nearby receptors, it would not generate substantial long-term noise levels (such as those measured by the 1-hour L_{eq} considered in the City Municipal Code). In addition, there is an existing parking lot associated with the existing school on the Project site; therefore, the proposed parking lot would be consistent with the existing uses and outdoor activity in the vicinity of the Project site.

As such, noise impacts related to trips to and from the proposed Project during operation would be less than significant.

While not a direct consequence of the proposed Project, it is possible that increased use of the proposed improved athletic facilities by community groups for non-school related activities and events could occur and those activities and events have the potential to increase community noise levels. The Governing Board of the Centinela Union Valley High School District (District) has recognized that District facilities and grounds are a community resource and has authorized their use by community groups for purposes provided for in the Civic Center Act when such uses do not interfere with school activities. With completion of the proposed Project, it is possible that additional community groups could express an interest in using the improved athletic facilities. Although it is not currently known what community groups may seek to use the facilities, or on what days and times,[18] and therefore the extent and significance of potential impacts cannot be determined, it is anticipated that these events would typically have far fewer spectators than a high school football game. Although it is likely noise levels would not exceed the levels associated with the football games, which currently occur on Friday evenings, seven times a year in the fall, it is possible that significant noise impacts could occur due to community use of the new PA system; however, it cannot be conclusively determined since historical community use of the fields has been minimal. Nonetheless, to minimize potential noise impacts from community activities and athletic field PA systems, which can produce some of the loudest noise levels, mitigation measure MM-NOI-2 below is proposed.

> **MM-NOI-2:** Community groups that use Leuzinger High School outdoor athletic field facilities for community events and activities shall be prohibited from using electronic public address systems.

b. Generate excessive groundborne vibration or groundborne noise levels?

Construction Vibration

Less-than-Significant Impact. Construction-related vibration was analyzed using data and modeling methodologies provided by Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2013). This guidance manual provides typical vibration source levels for various types of construction equipment as well as methods for estimating the propagation of groundborne vibration over distance. The Project would not require high-impact construction methods, such as pile driving or blasting. Therefore, the highest groundborne vibration levels would be associated with conventional heavy construction equipment, such as bulldozers, backhoes, and graders. According to Caltrans data, the largest generally available models of each of these heavy pieces of equipment can generate a PPV of 0.089 in/s at a reference distance of 25 feet.

[18] As authorized by the District, the school facilities can be used up to 10 pm at night.

The following equation from the guidance manual was used to estimate the change in PPV levels over distance:

$$PPVrec = PPVref \times (25/D)n$$

where PPVrec is the PPV at a receptor; PPVref is the reference PPV at 25 feet from the equipment (0.089 in/s); D is the distance from the equipment to the receiver, in feet; and n is a value related to the vibration attenuation rate through ground (the default recommended value for n is 1.1).

Potential Building Damage

When heavy construction equipment operates within the Project site, it would generate groundborne vibration that could affect nearby structures. The closest structures to the Project site are the multi-family and single-family residential buildings located across Larch Avenue. Based on the Caltrans guideline criteria, the PPV threshold for older residential structures (which is the most applicable equivalent to the nearest residences) is 0.3 in/s. **Table 16**, *Distances from Construction Equipment for Compliance with Vibration Criteria,* summarizes the distances from heavy construction equipment (such as graders, loaders, scrapers, etc.) where groundborne vibration would be reduced to levels below each of these criteria.

Table 16. Distances from Construction Equipment for Compliance with Vibration Criteria

	Distance to Reduce Groundborne Vibration below Criterion
Applicable Criterion	**Large Mobile Equipment [a]**
0.3 in/s PPV (older residential structures)	9 feet

[a] Representative of any full-size/large excavator, grader, loader, etc., which are emit a vibration level of 0.089 ppv at a distance of 25 feet.

Source: Caltrans, ICF (2021).

As discussed previously, the majority of the equipment that would be used throughout Project construction would be primarily located towards the center of the Project site, with certain mobile equipment (i.e., excavators, loaders, scraper, grader, and roller) operating closer to the Project site boundaries periodically throughout Project construction. However, all of the mobile equipment that would operate near the Project site boundary would be smaller-sized equipment. As shown in Table 16, groundborne vibration levels generated by large mobile equipment would not exceed the applicable vibration criteria for building damage to residential buildings at distances greater than nine foot from the equipment. The closest residence is located approximately 85 feet from the construction site. At this distance from the Project site, vibration would not be discernable. As such vibration impacts would be less than significant

From an operational standpoint the Project would not produce noticeable levels of vibration substantially different from what currently occurs. Therefore, no operational vibrational impacts would occur.

c. Be located within the vicinity of a private airstrip or 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 and expose people residing or working in the Project area to excessive noise levels?

Less-than-Significant Impact. The Project site is not located within an airport land use plan. The closest airport is Hawthorne Municipal Airport located approximately 1.5 miles north of the Project site. However, the proposed Project is located well outside of the airport influence area[19] and the 65 dBA CNEL contour. Therefore, impacts would be less than significant.

[19] County of Los Angeless. 2003. Hawthorne Municipal Airport, Airport Influence Area. Last revised: 5/13/03. Available: https://planning.lacounty.gov/assets/upl/project/aluc_airport-hawthorne.pdf. Accessed: 02/11/2021.

XIV. Population and Housing

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b.	Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

No Impact. The proposed Project would develop new and improved athletic fields and facilities in place of the existing facilities on the Leuzinger High School campus and does not include the construction of any residential uses. Although short-term construction jobs would be generated, no long-term increases in employment would occur as a result of the proposed Project improvements. Additionally, the proposed Project would not result in any new expanded infrastructure to accommodate additional growth in the area, such as improved utilities, roadways, and expanded public services. As a consequence, no indirect growth inducing impacts would occur as a result of the proposed Project.

b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project improvements would replace existing athletic fields and facilities on the Leuzinger High School campus with new athletic facilities. No residences or existing businesses would be displaced by the proposed Project and the Project does not include new housing. As such, no displacement or housing impacts would occur.

XV. Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Discussion

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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:

Fire protection?

Less-than-Significant Impact. The Los Angeles County Fire Department (LACoFD) provides full fire protection services, including air and wildland fire support, emergency medical, and fire prevention for the City of Lawndale. The LACoFD has one facility in the City, Fire Station #21 (County of Los Angeles Fire Department 2020, which serves the Project site and is located at 4312 West 147th Street, approximately 0.4 miles southwest of the campus. The next closest LACoFD facility is Fire Station #161, located approximately 1.1 miles northwest of the site. Other stations would respond to emergencies at the Project site as needed.

The proposed Project would replace existing athletic facilities on the campus with new and improved facilities. Although the proposed Project would increase the bleacher seating capacity in the football/track stadium by approximately 200 seats, it is anticipated that the type, number, and frequency of athletic events and activities upon completion of the proposed improvements would not be substantially different from what currently occurs. For that reason, the proposed Project would not substantially increase the demand for fire protection services and would not require the construction of new or altered fire protection facilities to serve the proposed Project. However, the Division of the State Architect (DSA) reviews and approves the proposed Project to ensure that

required fire life safety features, including building sprinklers and emergency access, comply with State requirements. Additionally, the LACoFD would review the proposed Project plans to confirm that existing resources are sufficient to service the proposed Project. Because the proposed Project is in the LACoFD's existing service area and would not require new or expanded fire protection facilities, the proposed Project's impact on fire protection services and facilities would be less than significant.

Police protection?

Less-than-Significant Impact. Law enforcement services are provided to the City by contract with the Los Angeles County Sheriff's Department (LASD). The LASD maintains the South Los Angeles Station located at 1310 West Imperial Highway, approximately 4.7 miles northeast of the Project site.

The proposed Project would replace existing athletic facilities on the campus with new and improved facilities. As noted above, the proposed Project would increase the bleacher seating capacity in the football/track stadium by 200 seats; however, it is anticipated that the type, number, and frequency of athletic events and activities upon completion of the proposed improvements would not be substantially different from what currently occurs. For that reason, the proposed Project would not substantially increase the demand for police protection services and would not require the construction of new or altered police protection facilities to serve the proposed Project. Therefore, impacts to police protection services and facilities would be less than significant.

Schools?

Less-than-Significant Impact. The proposed Project would provide new and improved athletic facilities on the Leuzinger High School campus. The proposed Project does not include a residential development component and would not create any new jobs that would result in persons relocating to the area. Therefore, the proposed Project would not directly or indirectly increase local school student enrollment and would not require the construction or expansion of other schools in the Project area.

Parks?

No Impact. The proposed Project would provide new and improved athletic facilities on the Leuzinger High School campus. Because the proposed Project does not include a residential component and would not create permanent new jobs, it would not increase the use of off-campus recreational facilities. As such, the Project would not require the construction of new or altered off-campus parks or other recreational spaces that could cause significant environmental impacts. No park impacts would occur.

Other public facilities?

No Impact. As noted above, the proposed Project does not include a residential component and would not create new permanent jobs. Therefore, it would not increase the number of residents or permanent employees in the Project area and consequently would not require the construction or expansion of other public facilities, such as libraries. No impacts would occur.

XVI. Recreation

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed Project would develop new and improved athletic fields and facilities in place of the existing facilities on the Leuzinger High School campus. As such, the proposed Project would provide a public recreation benefit to the community high school. However, it's anticipated that the type, number, and frequency of athletic events and activities that would occur after completion of the proposed Project improvements would be similar to what currently occurs. Additionally, the proposed Project does not include a residential development component that could result in increased use of campus athletic facilities or off-site neighborhood and regional parks or other recreational facilities. Therefore, the proposed Project would not increase the use of and result in deterioration of existing neighborhood and regional parks and recreational facilities.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less-than-Significant Impact. The proposed Project in and of itself is a recreational facility improvements project and the construction and operation of the proposed improvements could result in impacts to the environment. However, those impacts are expected to be less than significant (please see discussions of other impacts in this Initial Study).

The proposed Project does not include a residential development component; therefore, it would not result in increased demand for or use of off-site parks or recreational facilities. Consequently, it would not require the construction of any new or expanded off-site parks or recreational facilities.

XVII. Transportation

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b.	Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c.	Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d.	Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The discussions in this section incorporate information and analyses provided in the Transportation Assessment (Fehr & Peers, February 2021) (see Appendix G) prepared for the proposed Project.

Less-than-Significant Impact. The purpose of this section is to determine whether the proposed Project conflicts with a transportation-related City or District plan, program, ordinance, or policy that was adopted to protect the environment. A project would not be shown to result in an impact merely based on whether a project would not implement an adopted plan, program, ordinance, or policy. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City or District from implementing adopted plans, programs, ordinances, or policies. Furthermore, under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Finally, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the inconsistency itself would result in a direct physical impact on the environment.

This evaluation was conducted by reviewing City documents such as the City of Lawndale General Plan, Leuzinger High School Master Plan, and Centinela Valley Union High School District Local Control and Accountability Plan (LCAP).

City of Lawndale General Plan

City of Lawndale General Plan is a broad planning guideline to the City's future development goals and provides policy statements to achieve those development goals for land use, circulation,

housing, and economic development. It lays out the overall goals of the circulation element, which includes providing an integrated transportation system, considering all modes of transportation, developing alternative transportation strategies designed to reduce traffic volumes, and participating in and assisting with coordinating regional efforts. The Project's proposed land use and operations design features were reviewed and compared to existing and future conditions resulting from the proposed Project, including site access, pedestrian, bicycle and transit accessibility and loading. The proposed Project is consistent with the reviewed policies of the circulation element in the General Plan, including providing safe pedestrian access (Goal 8) and parking management (Implementation Program 4.6), and would not hinder or impair the City's ability to support multimodal mobility options. Specifically, the proposed Project is consistent with Policy 8a under Goal 8 since it provides pedestrian sidewalk paths internal to the site. Additionally, the proposed Project is consistent with the parking management Implementation Program 4.6 of the circulation element since it would provide 51 new vehicular parking spaces within one on-site lot. Policy 2C of the General Plan sets a goal of LOS D or better at intersections in Lawndale but recognizes that this may not be attainable in all areas of the city. Four of the seven analyzed intersections are located in Lawndale. The results of the LOS analysis show that future LOS is projected to be D or E at the intersections in Lawndale (see Appendix G). At the two locations where the projected LOS is E, the proposed Project is estimated to add less than 1 second of delay.

Leuzinger High School Master Plan

Leuzinger High School Master Plan presents a vision of the high school, through five phases, that modernizes all of the buildings on campus, including the quad areas. The Master Plan includes an expansion of on-site parking, as well as reconfiguration of existing parking. The plan calls for construction of additional classrooms, as well as state-of-the art science labs and library facilities. The plan also includes redesign of the central quad areas to provide open space, green landscaping, pathways, and communal areas for the students. The Athletic Field Modernization proposed Project is the fifth phase of a five-phase overall physical development program shown in the Leuzinger High School Master Plan. Other future phases of the Master Plan (New 2-Story Classroom Addition, Main Building Historic Modernization) are located on other areas of the campus and development of the Proposed Athletic Field Modernization project would not conflict with them.[20]

Centinela Valley Union High School District Local Control and Accountability Plan

Centinela Valley Union High School District Local Control and Accountability Plan[21] (LCAP) has an ultimate vision to prepare their students for graduation, college, a career, and healthy life. To that end, one of the goals of the LCAP (Goal 2, page 11) is to actively engage students, families, and the school community in promoting students' academic and behavioral health. This includes a provision of increased athletics funding. Enhancing District athletic programs is a means of subsequently increasing students' attendance and academic engagement, according to the Plan (Action 2004, page 12). The proposed Project is consistent with the goals set forth in the LCAP. Two of the three goals in the LCAP are exclusively focused on academics and college readiness. The proposed Athletic Field Modernization Project is consistent with the broader Goal #2 of the LCAP ("Provide varied supports to actively engage students, families, and the school community in promoting students' academic and behavioral health, " page 21) and Action 2004 ("Enhance District athletic programs as a means

[20] Excerpt from architects' plans for Leuzinger High School Master Plan (HMC Architects, date not available).
[21] Centinela Valley Union High School District LCAP Year 2019-2020 Goals and Actions, pages 21-22.

of subsequently increasing students' attendance and academic engagement.") since it enhances District athletic programs with the athletic facilities improvements and increasing the seating capacity for sporting events. Moreover, the proposed Project is consistent with Action 2002 ("Improve school climate and student engagement through enhanced provision of safe and drug-free schools," page 21) and Action 2003 ("Expand family engagement efforts by increasing meaningful family engagement opportunities and providing parent education to support student success," page 21) under Goal #2 since it enables and expands student and family engagement through improvements to the athletic facilities, including additional year-round seating capacity and the ability to host more conventional track and field events.

The proposed Project features, location, and design generally support multi-modal transportation options and would be consistent with policies, plans, and programs that support alternative transportation, including the City of Lawndale General Plan, the Leuzinger High School Master Plan, and the Centinela Valley Union High School District Local Control and Accountability Plan. The Project proposes to upgrade the athletic facilities at Leuzinger High School, which would not require modifications to the public right-of-way or changes to the existing transportation system in Lawndale immediately surrounding the school. Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the vehicular circulation system and impacts would be less than significant.

See below for the proposed Project's conflict/consistency analysis with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

b. Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b)?

Less-than-Significant Impact. The current CEQA guidelines require that proposed land use and transportation projects be assessed to determine whether they cause a substantial vehicle miles traveled impact. The following section presents an analysis and assessment of VMT generated by the Project based on guidance from the Governor's Office of Planning and Research (OPR) Technical Advisory and an implementation methodology developed by the County of Los Angeles.

Impact Screening Criteria

In the absence of adopted VMT impact methodology and criteria by the School District or the City of Lawndale, the County of Los Angeles' VMT impact criteria for school use projects are specified in the Transportation Impact Analysis (TIA) Guidelines, July 2020. Per the criteria, a school use project would have a potential significant VMT impact if the project is not screened out from analysis, and the project's VMT metric meets the appropriate impact criteria in the TIA.

The following screening checklist from the Guidelines, developed by the County aligned with the OPR Technical Advisory on Evaluating Transportation Impacts (December 2018) for use in transportation impact analysis for development projects, was reviewed to help evaluate whether the Project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1) by causing substantial increases in vehicle miles traveled:

- Non-Retail Project Trip Generation: Would the land use project generate a net increase of 110 or more daily trips?
- Retail Project Site Plan: Would the project contain retail uses that exceed a net 50,000 square feet of gross floor area?
- Location-based: Would the project be located within one-half mile of a major transit stop or a stop along a high-quality transit corridor?
- Residential Land Use: Would the project consist of 100% affordable housing?

Depending on the answer to each of the applicable screening checklist questions above, a no impact/less-than-significant impact to VMT determination could be made.

Per the TIA, a project could have a significant cumulative impact on VMT if the project has both a significant project-level impact as determined above and is not consistent with the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS) in terms of development location, density, and intensity.

Impact Analysis

The development of net daily and peak hour vehicular traffic estimates for the proposed Project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment. This information is then used to estimate the increase in daily VMT. The peak hour volume estimates were used to provide LOS data for use in the analysis of non-transportation CEQA issues. This section describes the process of developing these estimates.

Project Trip Generation

The proposed Project includes the modernization of existing athletic facilities with the following changes:

- Increase in the existing stadium bleacher seating of 200 additional attendees. The existing stadium bleacher seating capacity is 2,320 seats. The future capacity with the Project would be 2,520 seats.
- Increase in the average number of attendees at the football (7 total games in the school year) and track and field events (2 total meets in the school year).
- A total of 51 parking stalls would be added with two new on-site parking lots. This would result in a total future supply of 346 on-site parking spaces following completion of the modernization project.

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the local roadway network. For this analysis, trip generation was estimated for typical daily, weekday PM peak hour. A project-specific, empirical trip generation methodology for the proposed Project was developed, given the unique nature of the uses for athletic events. Information on the average number of attendees to each athletic event during a typical school year was provided by the District and used in this analysis.

Reasonable assumptions were made on the mode split and average vehicle occupancy rates, given the land use characteristics of the built environment of the school district. **Table 17**, *Estimated Net Project Automobile Trip Generation per Sporting Event at Leuzinger High School,* provides a summary of the trip generation for the new sporting events that would be accommodated by the proposed Project.

Table 17. Estimated Net Project Automobile Trip Generation per Sporting Event at Leuzinger High School

Home & Visiting Teams	Existing Attendance	Existing Plus Project Attendance	Attendance Growth	Percentage of Home/ Visitor Fans[1,2]	Existing/ Existing Plus Project Auto Trips	Net Increase in Automobile Trips
Football Games: Fridays at 7:00PM (7 per year)						
Home Team Fans	840	960	120	60%	315 / 360	45
Visiting Team Fans	560	640	80	40%	280 / 320	40
Total	*1,400*	*1,600*	*200*		*Total*	*85 Trips*
Track & Field Meets: Thursdays at 3:00PM (2 per year)						
Home Team Fans	270	390	120	60%	101 / 146	45
Visiting Team Fans	180	260	80	40%	90 / 130	40
Total	*450*	*650*	*200*		*Total*	*85 Trips*

Source: Fehr & Peers, 2021.
Notes:
[1]Assume an average vehicle occupancy of 2 people per vehicle.
[2]Assume 100% auto mode split for visiting teams, and 75% for home team.

Table 17 provides a conservative estimate of the proposed Project trips for each of the sporting events (football and track and field), assuming all auto trips arrive to the high school in the respective peak hour analyzed. As shown in Table 17, the additional seating capacity provided as part of the proposed Project would result in an approximate increase in 85 automobile trips in the PM peak hour, or 170 daily automobile trips per event. Based on the estimated increase in attendance at 7 football games and 2 track meets, the total net increase in annual auto trips is estimated to be 1,530. In addition, it is estimated that each visiting team coming to a sporting event would travel in a school bus, which would increase the number of annual trips by 34 (two roundtrips by school buses for each football game and five round trips by school buses for each track and field meet). This equates to an average of 6 additional trips on an average weekday each year, or 4 additional annual average daily trips. The proposed Project meets the trip generation screening criteria threshold of less than 110 daily trips and is therefore considered to have a less than significant impact based on the change in VMT.

Project Traffic Distribution

The geographic distribution of trips generated by the proposed Project is dependent on characteristics of the street system serving the proposed Project site; the level of accessibility of routes to and from the proposed Project site; and locations of visiting and home teams from which visitors/fans would be drawn.

GoogleMaps was used to inform the general distribution pattern for this study, based on shortest vehicle travel distance routes from each of the five visiting team high schools (per the 2018 sporting event calendar for Leuzinger High School). The five visiting team high schools include Centennial, Lawndale, Redondo Union, Torrance, and Peninsula.

Project Traffic Assignment

The assignment of traffic volumes took into consideration the locations of the proposed Project driveways on Larch Avenue, as well as the presence of on-street parking on Larch Avenue, Rosecrans Avenue, and other nearby streets. The off-street parking lots on the eastern portion of the school grounds were also taken into account as an option for visiting/home fans arriving by car.

Annual Average Project VMT

Table 18, *Estimated Net Increase in Annual Average Project VMT for Football Games and Track & Field Meets at Leuzinger High School in 2023*, shows the annual average Project VMT summary for the football games and track & field meets at Leuzinger High School following completion of the proposed Project (2023). For each of the sporting events, the average on-road travel distance was estimated for the visiting teams and home team fans. The average travel distance for the Leuzinger High School home team fans was estimated by measuring the on-road travel distance from each of the corners of the school district, and then divided by two to represent the median travel distance. These travel distances were than multiplied by the number of vehicle trips estimated in the previous section (both passenger automobiles and buses) to estimate average daily VMT per sporting event. The daily VMT was then summed up over the entire school year to estimate the annual average Project VMT, as shown in Table 18. The proposed Project is estimated to result in a net increase of 5,997 annual VMT. However, the proposed Project meets the trip generation screening criteria threshold of less than 110 daily trips and is therefore considered to have a less-than-significant impact based on the change in VMT.

Cumulative VMT

As noted above, the proposed Project is projected to have a small net increase in average daily trips and a less-than-significant VMT impact. Furthermore, the proposed Project would be consistent with the applicable goals and objectives of the SCAG 2016 RTP/SCS. The proposed Project is consistent with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy,22 which shows that the proposed Project site is approximately one mile from transit (Metro C Line (Green)/Redondo Beach Station). The core vision of the current RTP, called Connect SoCal, is sustainable development. Modernizing this site aligns with the intent of the plan to support redevelopment within the region. The RTP secondary screening test is therefore met. Therefore, the proposed Project's cumulative impact on VMT would not be significant.

Proximity to Transit

The proposed Project is located within a High-Quality Transit Area (HQTA) along Hawthorne Boulevard based on the SCAG 2016 HQTA map.23 The proposed Project is approximately one quarter mile from the LA Metro Route 40 bus stop at the corner of Hawthorne Boulevard & Rosecrans Avenue. The LA Metro 40 bus route currently provides service headways of 15 minutes or less in the AM and PM peak hours. LA Metro has recently adjusted bus schedules throughout its

[22] https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plansummary_0.pdf?1606000989 accessed February 11, 2021.

[23] gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016.

Table 18. Estimated Net Increase in Annual Average Project VMT for Football Games and Track & Field Meets at Leuzinger High School in 2023

Visiting Team High Schools	Distance to Leuzinger High School[1] (miles)	School District Boundary	Home Team Distance to Leuzinger High School (miles)[2]	Annual Visiting Team Vehicle Trips (Auto/Bus)	Annual Home Team Vehicle Trips (Auto/Bus)
Football Games					
Torrance	6.7	Northwest Corner	4.9	560 / 14	630 / 0
Lawndale	1.3	Southwest Corner	3.2		
Peninsula	10.4	Southeast Corner	2.4		
Redondo Union	5.8	Northeast Corner	2.7		
Centennial	6.1				
Average	*6.1*	*Average*	*3.3[3]*	*Average Annual VMT*	*4,541*
Track & Field Events					
Torrance	6.7	Northwest Corner	4.9	160 / 20	180 / 0
Lawndale	1.3	Southwest Corner	3.2		
Peninsula	10.4	Southeast Corner	2.4		
Redondo Union	5.8	Northeast Corner	2.7		
Centennial	6.1				
Average	*6.1*	*Average*	*3.3[3]*	*Average Annual VMT*	*1,456*
		Estimated Net Increase in Annual Average VMT			*5,997*

Source: Fehr & Peers, 2021.
Notes:
[1] Fastest route based on travel distance using GoogleMaps.
[2] Fastest route based on travel distance using GoogleMaps.
[3] Use one-half of the average corner distance for the VMT calculation.

system, however, due to the COVID-19 pandemic. Nonetheless, LA Metro Route 40 is one of the routes to be improved as part of the LA Metro NextGen Bus Plan24. The NextGen Bus Plan is aimed at improving bus service (speed, frequency, reliability, and accessibility) by the end of 2021. As a result of the proposed NextGen Bus Plan changes, Route 40 is planned to have service headways of 15 minutes or less in the AM and PM peak hours in non-pandemic traffic conditions. Per the SCAG 2016 HQTA and NextGen Bus Plan service improvements, the proposed Project is within a HQTA.

While the proposed Project site meets the basic transit frequency and proximity criteria, following the guidance in OPR's Technical Advisory, the County's TIA Guidelines specify four conditions that must be met to support a conclusion that a project would have a less than significant transportation impact. The answer to each of these supplemental questions must be "no" in order to support a less than significant conclusion under this screening test.

[24] https://www.metro.net/projects/nextgen/.

1. Does the project have a Floor Area Ratio (FAR) less than 0.75?
2. Does the project provide more parking than required by the applicable Code?
3. Is inconsistent with the applicable SCAG Regional Transportation Plan/Sustainable Communities Strategy? and
4. Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

While the square footage of the development on the high school property is not readily available, given the large amount of open space, it can be seen that the FAR is less than 0.75 and thus the FAR screening criteria is not met.

The analysis conducted under the applied methodology demonstrates that the proposed Project can be screened out from VMT analysis based on its small size and local-serving qualities. In addition, the estimated increase in daily trips is well below the screening threshold of 110 daily trips recommended in the OPR guidance and stated in the Transportation Impact Analysis Guidelines used by Los Angeles County. Lastly, the proposed Project is within a High Quality Transit Area (HQTA); while the proposed Project cannot be screened from further analysis based on its proximity to transit because it would have a floor area ratio of less than 0.75, it is noted that the site is well-located to support trips by transit riders. For these reasons, the proposed Project would have a less than significant impact on VMT and would not conflict with CCR Section 15064.3 (b).

c. Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-Significant Impact. This section discusses impacts regarding the potential increase in hazards due to a geometric design feature that generally relates to the design of access points to and from the proposed Project site and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a proposed Project site. These conflicts may be created by the driveway configuration or through the placement of proposed Project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.

The location of vehicular access to the proposed Project site from Larch Avenue is currently in use. A second driveway would be constructed approximately 85 feet north of the existing driveway and would be used by maintenance vehicles intermittently. Based on a review of the available site plan, these driveways would comply with the City's requirement for line-of-sight visibility (Lawndale Municipal Code Section 17.72.076), which requires that each parking lot driveway "be constructed and maintained so that any vehicle entering or leaving the parking lot shall be clearly visible at a distance of not less than ten feet to a person approaching such entrance or exit on any pedestrian walk or path." The proposed Project would not construct buildings or other obstructions in conflict with this. In addition, the access locations are designed in accordance with the policy design standard in the circulation element (Policy 2e) that prohibits driveway design access to a major or secondary highway. All roadways and driveways intersect at right angles. Pedestrian entrances separated from vehicular driveways provide access from the adjacent streets, parking locations, and transit stops.

The proposed Project site is currently served by a driveway on the east leg of 145th Street & Larch Avenue and would add a second driveway approximately 85 feet north of it. Both driveways would be located on Larch Avenue, a collector road, and would be level with the proposed Project site and designed to comply with City standards. Both driveways meet the design standard (Policy 2e) of the circulation element by prohibiting driveway access to a major or secondary highway and the requirement of Municipal Code Section 17.72.076. While no dimensions are marked on the available site plan, the layout of the parking lot appears to comply with the requirements in Diagrams 17.72A through 17.72I of the Lawndale Municipal Code. A newly paved off-street parking lot would be provided as part of the proposed Project, replacing the existing tennis courts. This would help reduce the need for on-street parking. The new parking lot would include parking stalls designed at 90-degree angles, as well as raised curb/landscaped medians to encourage slow-speeds. Internal access for maintenance vehicles would be provided through multiple designated paths, which may be shared at some locations in parallel with pedestrians. The proposed geometric design features of the Project would not substantially increase hazards at access points. Therefore, the proposed Project would not substantially increase hazards because of a geometric design feature or incompatible uses and impacts would be less than significant.

d. Result in inadequate emergency access?

Less-than-Significant Impact. The Project proposes to replace existing playing fields on the same site, with a minor increase in seating capacity. As part of this assessment, the proposed access and circulation plan for the Project was analyzed to identify potential constraints. As described below, the proposed Project would not result in inadequate emergency access. Additionally, it should be noted that the Division of the State Architect (DSA) would review proposed Project plans, including site access for emergency vehicles. Review and approval by DSA would ensure that emergency access is well accommodated.

Overall, emergency access is currently limited from both the northern and southern portions of the Leuzinger athletic facilities. Rosecrans Avenue (north of the school) is a major arterial with limited red curb access. The southern edge of Leuzinger's campus is bordered by residential and institutional properties, with no through-access. Larch Avenue and Avis Avenues are the only two street segments that provide full-time vehicular access onto the athletic facilities and supporting parking on school grounds.

In total, there are four major access points for emergency responders (including fire):

1. **Larch Avenue & West 145th Street Parking Lot Gateway**

   This entrance provides access to the southern portion of the athletic facilities, which includes the baseball field and the southern bleachers. Presently, there is additional red curb present near the gateway, which can accommodate a smaller emergency vehicle.

4. **Larch Avenue Southwest Track Gateway**

   Granting access to the whole track field and adjacent bleachers, this entrance and its associated route is the most centrally located and could accommodate use by emergency vehicles.

5. **Larch Avenue Northwest Curb**

   Running along Larch Avenue, this red curb would give emergency access to the northwestern portion of the athletic facilities, closest to the baseball and soccer fields.

6. **Avis Avenue Southeast Parking Lot/Sidewalk**

   This entrance is the furthest from the athletics facilities. This entrance provides access to the southeastern portion of the athletic facilities, which includes the baseball field and basketball courts.

There are several maintenance (and pedestrian) routes that can provide additional emergency access routes for small size vehicles (such as ambulances); however, they cannot accommodate larger emergency vehicles such as fire trucks. These routes primarily provide circulation between the major access routes within the athletic facilities (and to other campus buildings). Secondary access points that can be reached from the public right-of-way are:

1. **Rosecrans Avenue Eastern Soccer Field Gateway**

   There is one entrance located on Rosecrans to the east of the soccer field, which provides limited northern access.

7. **Larch Avenue Southwest Baseball/Soccer Field Gateway**

   This entrance provides limited access to both the track field and baseball/soccer fields.

Leuzinger High School is close to several emergency service providers. The nearest fire station (Los Angeles County Fire Department Station 21) is located 0.2 miles southwest of the athletic facilities on West 147th Street (as measured from the nearest major access point). The second nearest is 1.6 miles west of Leuzinger High School on Rosecrans Avenue. Hawthorne Police Department is 1.5 miles away, north of El Segundo Boulevard on Hawthorne Boulevard. Memorial Hospital of Gardena is the closest emergency medical care center, which is 3.8 miles east of Leuzinger High School. In summary, the proposed access and circulation plan for the Project would not substantially limit emergency access to the site. Therefore, the proposed Project would not result in inadequate emergency access and impacts would be less than significant.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Discussion

a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less-than-Significant Impact. Based on the *Cultural and Paleontological Resources Assessment Report* (see Appendix D) prepared for the proposed Project, the proposed Project is not expected to result in significant impacts on tribal cultural resources (TCR) as defined in Public Resources Code Section 21074. There are no known previously recorded TCRs within the Project area (see Appendix D).

Additionally, the Native American Heritage Commission (NAHC) performed a Sacred Lands File search and on October 7, 2020 the NAHC responded stating that the search yielded negative results for sacred lands within a one-mile radius of the Project site. The NAHC also provided a list of seven Native American tribal contacts who were contacted by letter on November 10, 2020. As of January 2021, one response has been received from the Gabrieleno Band of Mission Indians - Kizh Nation. The Centinela Valley Union High School District responded in an email dated on December 15, 2020, requesting the name of a specific tribal representative responsible for consultation; and, whether the tribe can provide any information regarding any tribal cultural resource that might be affected by the proposed Project. No answer was received after this second inquiry by the District.

Because the proposed Project is in a developed suburban environment, on a previously disturbed site where no prior records of archeological have been encountered, the potential for the proposed Project to encounter either prehistoric or historical archaeological resources is considered low. Archaeological materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historical resources such as glass, metal, wood, brick, or structural remnants.

If prehistoric archaeological resources are encountered during construction activities, they must have the following characteristics to be considered TCRs:

- Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources (PRC Section 21074[a][1]); and
- The lead agency, supported by substantial evidence, chooses to treat the resource as a TCR (PRC Section 21074[a][2]).

In the unlikely event that a TCR is unexpectedly identified during the course of proposed Project activities, the following mitigation measure would be implemented to reduce potential impacts to a less-than-significant level:

> **MM-TCR-1**: The District shall retain the services of a qualified Native American monitor(s) if unanticipated TCRs are encountered during construction activities. The determination of what constitutes a potential TCR shall be the responsibility of the District. Selection of the appropriate Native American monitor shall be based on ongoing consultation under AB 52. If evidence of any prehistoric subsurface archaeological features or deposits (e.g., lithic scatters, midden soils) is discovered during construction-related earthmoving activities, all ground-disturbing activity in the area and within 50 feet of the find shall be halted until a qualified archaeologist and Native American representative can assess the significance of the find. If, after evaluation, a resource is considered significant or a TCR, all preservation options shall be considered, as required by CEQA (see PRC Section 21084.3), including possible data recovery, mapping, capping, or avoidance of the resource. Upon discovery of any TCR, if the District determines that the Project may cause a substantial adverse change to a TCR, the District shall work with the consulting tribe(s) to employ measures that treat the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

b. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

Less-than-Significant Impact. The Centinela Valley Union High School District solicited consultation with potentially affected Native American tribes (as applicable) regarding the proposed Project in accordance with AB 52. The Centinela Valley Union High School District drafted and mailed the letters via certified mail on September 25, 2020. The consultation period allows 30 days for responses, and as of February 15, 2021 no responses have been received.

Given the level of previous disturbance within the Project site, it is not expected that any tribal cultural resources remain within the shallow soils on-site due to the placement of fill material. However, construction of the proposed Project would require grading and excavation activities and may have the potential to encounter native soils, which may contain undiscovered tribal cultural resources.

In the unlikely event resources are discovered during ground disturbing activities, compliance with **MM-TCR-1**, which provides instructions in the event a material of potential cultural significance is uncovered, would reduce potential impacts to a less-than-significant level.

XIX. Utilities and Service Systems

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b.	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c.	Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d.	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. Construction activities are limited and temporary and would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities. Once the proposed improvements are completed and operational, the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities beyond what is currently generated at the Project site. Additionally, grass on the softball, football, and baseball fields would be removed and replaced with synthetic turf, which would result in a reduction in the amount of water consumed at the Project site. Therefore, the proposed Project would have no impact and would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities.

b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact. The proposed Project would replace existing athletic fields and facilities on the campus with new and improved facilities. Those improvements would increase the capacity of the bleachers in the football/track and field stadium by approximately 200 seats. However, given the number of athletic events on the campus are anticipated to be similar to what currently occurs and natural grass fields would be replaced with synthetic field turf, which would reduce irrigation needs, the proposed Project would likely result in a net decrease in water consumption. Consequently, new or expanded entitlements would not be required and no impact to water supplies would occur

c. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. A significant impact would occur if the volume of stormwater runoff from the proposed Project required the construction of new stormwater drainage facilities or expansion of existing facilities that would cause significant environmental effects.

Modifications to on-site stormwater and drainage infrastructure would be required to accommodate the proposed Project improvements. Minor adverse impacts, e.g., temporary air quality and noise impacts, may occur during construction of these improvements; however, construction or expansion of off-site storm drain facilities, outside the boundaries of the high school campus, would not be required. Once the proposed Project improvements are completed and operational, replacement of natural grass fields with synthetic turf would reduce the amount of water percolating into soils on the site and increase wastewater flows into existing storm drains. However, the increases are not expected to be significant and no off-site improvements to existing storm drains would be required. As such, construction and operation of the proposed Project would result in less-than-significant impacts to the existing stormwater drainage system.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. Construction of the proposed Project would generate minor amounts of solid waste. Given debris and solid waste generated by construction activities would be limited to the construction period, existing landfills have sufficient long-term permitted capacity to accommodate construction generated solid waste.

The number of athletic events on the campus after completion of the proposed Project would be similar to existing; however, the proposed Project would result in a minor increase in football/track and field stadium seating capacity (200 additional seats). As a consequence, the increase in solid waste due to operation of the proposed Project facilities would be minor. Of the Class III solid waste disposal facilities in Los Angeles County, Sunshine Canyon has the largest remaining capacity at 65.27 million tons (Los Angeles County Department of Public Works 2019). Its estimated remaining life is 19 years. Adequate landfill capacity exists to accommodate Project-generated waste. If disposal would occur at an off-site location, it would be disposed of in accordance with County of Los Angeles regulations. Therefore, the level of impact pertaining to generation of solid waste by Project development and operation would be less than significant.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. A significant impact would occur if the proposed Project generated solid waste that was in excess of or was not disposed of in accordance with any applicable regulations.

As stated in the County of Los Angeles Countywide Integrated Waste Management Plan, the County has established a goal to divert 80-percent of solid waste generated in the unincorporated County areas from landfills by 2025, 90-percent by 2035, and 95-percent or more by 2045 (Los Angeles County Department of Public Works 2019).

As discussed, the proposed Project would generate minor amounts of solid waste, and waste would be disposed of by City of Lawndale's solid waste collection services, managed by Republic Services, to regulated landfills with adequate capacity to accommodate the waste (City of Lawndale 2020). Waste generated by the proposed Project, both during construction and operation, would comply with federal, state, and local regulations related to solid waste. As such, there would be no impact.

XX. Wildfire

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:					
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?	☐	☐	☐	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The Project site is located within a developed urban area that has not been identified as a wildland fire hazard area. According to the CAL FIRE VHFHSZ in Local Responsibility Area Map, the Project site is not located within a fire hazard severity zone (CAL FIRE 2009). Additionally, all proposed Project activities would occur within the already developed school property and the proposed Project would not allow any construction vehicles or equipment to park or remain stationary for extensive periods of time within any of the main roadways (i.e., Avis Avenue, W 147th Street, Larch Avenue, Rosecrans Avenue) leading into the Project site. Construction activities, however, could potentially temporarily obstruct emergency vehicle access to school facilities within the boundaries of the campus. However, it is the contractor's responsibility to provide a fire watch specialist service for the duration of time that emergency/fire access vehicles may be blocked and/or obstructed during construction unless equivalent alternate measures are taken to ensure continuous access for emergency/fire access vehicles.

After construction of the proposed Project, emergency access would not be substantially changed or impaired compared to existing conditions. As a result, implementation of the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-Significant Impact. As discussed above, the Project site is within a developed urban area and the Project site is not located within a fire hazard severity zone (CAL FIRE 2009). While construction activities typically require materials that are considered flammable, such as fuels and chemical cleaners, the handling and storage of such materials would be conducted in accordance with applicable regulations. In addition, the proposed Project would be designed and constructed in accordance with the California Fire Code. After completion of construction, the proposed Project would not substantially change the ongoing operations of the Leuzinger High School athletic facilities. Given the proposed Project would occur on an existing developed school site, would not exacerbate wildfire risks, and would not expose people to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, the impacts would be less than significant.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?

No Impact. Construction of the proposed Project would utilize existing infrastructure, including roads, water lines, and power lines serving the Project site and surrounding area. Given no new offsite infrastructure would be required to serve the proposed Project and because the Project site is not located in a wildland fire hazard area, the proposed Project would not exacerbate fire risk at the Project site. Thus, no impacts would occur.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As stated above, the Project site is not located within a wildland fire hazard area. Additionally, the topography of the Project site and immediately surrounding area is relatively flat and vegetation on the Project site is limited to landscaped areas and there are no natural biological communities in the surrounding Project area. For those reasons and because the proposed Project would not substantially change drainage patterns on the site or stormwater flows from the site, no post wildland fire hazards such as downstream flooding or slope instability, i.e., landslides, would occur

XXI. Mandatory Findings of Significance

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a.	Does the Project have the potential to substantially 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, substantially 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? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c.	Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

a. Does the Project have the potential to substantially 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, substantially 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?

Less-than-Significant Impact with Mitigation. A significant impact may occur only if the Project would have an identified potentially significant impact on fish or wildlife species, including habitat and population, on a plant or animal community, including elimination of such communities or reduction or restriction of the range of a rare or endangered plant or animal, or historical, archeological or paleontological resources.

As discussed in **Section IV: Biological Resources**, the proposed Project has the potential to affect active native resident and/or migratory bird nests if, and to the extent that, those trees are removed or trimmed during the avian nesting season and they contain nests or should construction work occur adjacent to active nests. Mitigation Measure **MM-BIO-1** would avoid or minimize any potential impacts on nesting birds. Thus, the impact would be less than significant after implementation of the proposed mitigation measure **MM-BIO-1**. The proposed Project may also require the pruning and/or removal of a few trees that are located in or adjacent to the athletic fields. Mitigation

measure **MM-BIO-2** would ensure that the proposed Project would be in compliance with the City of Lynwood's tree protection guidelines. Thus, the impact would be less than significant after implementation of the proposed mitigation measure **MM-BIO-2**.

As discussed in **Section V: Cultural Resources**, the likelihood of encountering archaeological resources during construction is considered low. However, in the event accidental discovery of archaeological materials during grading occurs, Mitigation Measure **MM-ARCH-1** would be implemented to ensure impacts to accidental discovery would be minimized and reduced to less than significant. Additionally, impacts to human remains are not anticipated; in the unlikely event human remains are encountered during Project construction activities, Mitigation Measure **MM-ARCH-2** would be implemented to ensure impacts to human remains would be minimized and reduced to less than significant. Through Project **Mitigation Measure MM-PALEO-1,** construction phase procedures would be implemented in the event any unknown paleontological resources are discovered during grading and excavation activities. Based on the preceding analysis in **Section VII: Geology and Soils**, impacts to paleontological resources on site or unique geologic feature within the Project site would have likely been discovered during previous development. Thus, it's not expected that the proposed Project would destroy a unique paleontological resource or site or unique geological feature.

The proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, impacts from the proposed Project would be less than significant with mitigation.

b. Does the Project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-Significant Impact with Mitigation. The proposed Project would result in potentially significant project-level biological resources and cultural resources impacts prior to mitigation. However, mitigation measures are proposed that would reduce the proposed Project's contribution to any significant cumulative impacts to less than significant. Additionally, the air quality, GHG, and transportation analyses presented in **Section III**, **Section VIII**, and **Section XVII**, respectively, of this IS/MND consider cumulative impacts and have determined that cumulative air quality, GHG, and traffic impacts would be less than significant. Furthermore, all reasonably foreseeable future development in the City would be subject to the same land use and environmental regulations that have been described throughout this document. All development projects are guided by the policies identified in the City's General Plan and by the regulations established in the City's Municipal Code. Compliance with applicable land use and environmental regulations and implementation of proposed mitigation measures would ensure that environmental effects associated with the proposed Project would not combine with effects from reasonably foreseeable future development in the City to cause cumulatively considerable significant impacts. Cumulative impacts would therefore be less than significant with mitigation incorporated.

c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact with Mitigation. The proposed Project could result in increased use of the proposed improved athletic facilities by community groups for non-school related activities

and events could occur and those activities and events have the potential to increase community noise levels. However, as discussed in **Section XIII: Noise,** mitigation measures would be implemented that would reduce potential impacts to less than significant.

State CEQA Guidelines Section 15065(0) (2) further identifies a potential significant effect if:

> The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

The proposed Project does not include any features that would achieve short-term environmental goals to the disadvantage of long-term environmental goals. The proposed Project incorporates the use of LED lighting, artificial turf in place of natural grass, and compliance with LID standards, which would have long-term beneficial environmental effects while the adverse effects are limited to short-term construction impacts. As feasible, mitigation measures are incorporated to reduce impacts to less than significant levels. Appropriate mitigation measures, where necessary, have been identified for both the construction (short-term) and operation (long-term) of the proposed Project, in order to address the short-term and long-term effects of the proposed Project. None of the mitigation measures are anticipated to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Chapter 5
Mitigation Measures

The following proposed mitigation measures would reduce potential impacts to less than significant.

Aesthetics

MM-ALG-1: The District shall install sports field luminaries as specified in the Photometrics Plan (March 2021) to ensure spillover lighting impacts, glare impacts, and skyglow impacts are minimized. Additionally, the following improvements shall be implemented to reduce spillover and glare impacts on the residence that is located south of the baseball field and at the north end of Freeman Avenue.

- The proposed new outfield baseball fence adjacent to the southern property line shall be 40-feet high and consist of the following:
    - A black vinyl coated chain link fence with windscreen with an opacity of 75% extending from ground level to a height of 24 feet.
    - Sports padding on the bottom 8 feet of the fence with an opacity of 100%.
    - A netting system with approximately 1¾-inch spacing on top of the vinyl fence extending from 24 to 40 feet in height to the top of the outfield poles.

MM-ALG-2: Field lighting shall not be used between the hours of 11 pm and dawn.

Biological Resources

MM-BIO-1: If construction commences during the bird breeding season (approximately February 1 - August 31), a preconstruction survey for nesting birds shall occur within three days prior to construction activities by an experienced avian biologist. The survey shall occur within all suitable nesting habitat within the Project impact area and a 100-foot buffer. If nesting birds are found, an avoidance area shall be established as appropriate by a qualified biologist around the nest until a qualified avian biologist has determined that young have fledged or nesting activities have ceased. The Project site shall be re-surveyed if there is a lapse in construction activities for more than seven days during the bird breeding season.

MM-BIO-2: The proposed Project shall comply with the City of Lynwood's tree protection guidelines. If construction of the proposed Project results in the pruning or removal of any trees, then a tree survey shall be performed by a qualified arborist to determine whether any of the trees proposed for pruning or removal are protected under the *Lynwood Municipal Code*. Should any protected trees be identified, then a Tree Removal and Pruning Permit from the City of Lynwood Public Works Department shall be obtained.

Cultural Resources

MM-ARCH-1: If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Project shall

not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

MM-ARCH-2: In accordance with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Noise

MM-NOI-1: Construction Site Noise Control: The following methods shall be considered and implemented by the construction contractor as part of the Project to reduce noise to the greatest extent practical.

j. Use low-noise-generating construction equipment, in lieu of large pieces of equipment;

k. Properly maintain all construction equipment, including mufflers and ancillary noise abatement equipment;

l. Ensure that all mobile and stationary noise-producing construction equipment used on the Project site that is regulated for noise output by a local, state, or federal agency complies with such regulation while in the course of Project activity;

m. Schedule high noise-producing activities during periods that are least sensitive;

n. Switch off construction equipment when not in use;

o. Position stationary construction equipment, such as generators and compressors, as far away as practical from noise-sensitive receptors;

p. Restrict the use of noise-producing signals, including horns, whistles, alarms, and bells, to safety warning purposes only;

q. Route construction-related truck traffic away from noise-sensitive areas; and

r. Reduce construction vehicle speeds.

MM-NOI-2: Community groups that use Leuzinger High School outdoor athletic field facilities for community events and activities shall be prohibited from using electronic public address systems.

Tribal Cultural Resources

MM-TCR-1: The District shall retain the services of a qualified Native American monitor(s) if unanticipated TCRs are encountered during construction activities. The determination of what constitutes a potential TCR shall be the responsibility of the District. Selection of the appropriate Native American monitor shall be based on ongoing consultation under AB 52. If evidence of any prehistoric subsurface archaeological features or deposits (e.g., lithic scatters, midden soils) is discovered during construction-related earthmoving activities, all ground-disturbing activity in the area and within 50 feet of the find shall be halted until a qualified archaeologist and Native American representative can assess the significance of the find. If, after evaluation, a resource is considered significant or a TCR, all preservation options shall be considered, as required by CEQA (see PRC Section 21084.3), including possible data recovery, mapping, capping, or avoidance of the resource. Upon discovery of any TCR, if the District determines that the Project may cause a substantial adverse change to a TCR, the District shall work with the consulting tribe(s) to employ measures that treat the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

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Chapter 6
Preparation

The following individuals contributed to the preparation of this IS/MND:

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Chapter 7

Determination – Recommended Environmental Documentation

Summary

The Initial Study concluded that the proposed Project, which will provide new and improved athletic facilities that will better serve the students a Leuzinger High School and the community, would result in less than significant impacts after implementation of proposed mitigation measures.

Recommended Environmental Documentation

On the basis of this initial evaluation:

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 proposed Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION has been prepared.

Prepared By: _____
Lee Lisecki
ICF International, Consultant to the District

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Chapter 8
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