

Initial Study for the **Wilmington Greening Infrastructure Projects**



March 2025



**City of
Los Angeles**



**Department of
Public Works
Bureau of
Engineering**



**Department of
Public Works
LA Sanitation &
Environment**



**Department of
Recreation
and Parks**

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CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY

Council District: 15 Date: March 2025
Lead City Agency: Department of Public Works, Bureau of Engineering,
Environmental Management Division
Project Title: Wilmington Greening Infrastructure Projects

1. INTRODUCTION

The City of Los Angeles (City) Department of Public Works, Bureau of Engineering (BOE) Environmental Management Division has prepared this Notice of Preparation (NOP)/Initial Study (IS) for a Draft Environmental Impact Report (EIR) for the Wilmington Greening Infrastructure Projects (Projects) as proposed by BOE and Los Angeles Sanitation and Environment (LASAN). The Projects are located in the Community of Wilmington, which is in Council District 15 of the City of Los Angeles. As part of the permitting process for the City, the proposed Projects are required to undergo an environmental review process pursuant to the California Environmental Quality Act (CEQA). This NOP/IS includes a description of the proposed Projects, exhibits, and an overview of the potential impacts that will be addressed in the EIR.

1.1 Purpose of an Initial Study

CEQA was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding the 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 BOE has determined that the proposed Projects are subject to CEQA, and no exemptions apply.

An IS 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 IS concludes that the Projects, with mitigation, may have a significant effect on the environment, an EIR should be prepared; otherwise, the lead agency may adopt a Negative Declaration (ND) or Mitigated Negative Declaration (MND).

The IS contained herein has been prepared in accordance with CEQA (Public Resources Code 21000 et seq.), the State CEQA Guidelines (14 California Code of Regulations 15000 et seq.), and the City CEQA Guidelines (1981, amended July 31, 2002).

1.2 Document Format

This IS is organized into six sections as follows:

- Section 1, Introduction: Provides an overview of the proposed Projects and the CEQA environmental documentation process.
- Section 2, Project Description: Provides a description of the location of the Projects, the background for the Projects, a description of the components of the Projects, and the proposed construction and operation.
- Section 3, Environmental Effects/Initial Study Checklist: Presents the City's Checklist for all impact areas and mandatory findings of significance.
- Section 4, Preparation and Consultation: Provides a list of key personnel involved in the preparation of this report and key personnel consulted.
- Section 5, Determination: Provides the recommended environmental documentation for the proposed Projects.
- Section 6, References: Provides a list of reference materials used during the preparation of this report.

1.3 CEQA Process

The CEQA process is initiated when the Lead Agency identifies a proposed project. Normally, the Lead Agency then prepares an IS to identify the preliminary environmental impacts of the proposed project. This IS determines that the proposed Projects could have significant environmental impacts that would require further study (see Chapter 5, Determination). Therefore, the City, as CEQA Lead Agency, has decided to prepare an EIR.

An NOP is prepared to notify public agencies and the public that the Lead Agency is starting the preparation of an EIR. The NOP and IS are circulated for a minimum 30-day public review and comment period. During this review period, the Lead Agency requests comments from agencies, interested parties, stakeholders, and the public on the scope and content of the environmental information to be included in the Draft EIR (referred to as "scoping").

After the close of the NOP and IS review and comment period, the Lead Agency continues the preparation of the Draft EIR and associated technical studies (if any), incorporating information gathered through scoping. Once the Draft EIR is complete, a Notice of Availability is prepared to inform agencies and the public of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability will be circulated for a minimum 45-day review and comment period to provide agencies and the public an opportunity to review and comment on the adequacy of the analysis and the findings regarding potential environmental impacts of the proposed Projects.

After the close of the Draft EIR review and comment period, responses to all comments received on the Draft EIR will be prepared. The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and a list of commenters, and a response to comments discussion. In addition, the Lead Agency must prepare the findings of fact for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program to ensure that all proposed mitigation measures are implemented.

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The City's Board of Public Works will consider the Final EIR and make a recommendation to the Los Angeles City Council, as the governing body of the City, regarding certification of the Final EIR and approval of the proposed Projects. The City Council may certify and approve the Final EIR or may choose not to approve the proposed Projects.

During the environmental review and approval process, individuals, public agencies, and organizations may address the City Council. The Board of Public Works will also review and provide recommendations. All materials associated with the environmental review and approval process, including public notification of the agenda items and the IS, can be accessed via the Internet at the following:

- City of Los Angeles Website: <https://bit.ly/WilmingtonGreeningInfrastructureProjects>

Public notification of agenda items for the Board of Public Works and Los Angeles City Council is posted 72 hours prior to the public meeting. The agendas can be obtained via the Internet at the following:

- Board of Public Works: <https://dpw.lacity.gov/board-public-works-meetings>
- Los Angeles City Council: <https://clerk.lacity.gov/calendar>

If the Final EIR is certified and the Projects are approved by the Los Angeles City Council, the City would file a Notice of Determination with the Los Angeles County Clerk within 5 days. The Notice of Determination would 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 Projects and to issues that were presented to the CEQA Lead Agency, either orally or in writing, during the public comment periods regarding the EIR. As a covered entity under Title II of the Americans with Disabilities Act (ADA), the City does not discriminate on the basis of disability and, upon request, would provide reasonable accommodation to ensure equal access to its programs, services, and activities.

1.4 Availability of the Initial Study

In accordance with CEQA and the CEQA Guidelines, the IS is being circulated for 30 days for public review and comment. The public review period for this IS will begin on Thursday, March 6, 2025, and will conclude on Monday, April 21, 2025. The IS or a notice where the IS can be downloaded online or reviewed has been distributed to public agencies, organizations, neighbors, and other interested parties for review and comment. The IS is available for public review during normal operating hours at the following locations:

- City of Los Angeles, Bureau of Engineering, 1149 South Broadway, Suite 600, Los Angeles, California 90015
- Los Angeles Public Library, San Pedro Regional Branch, 931 South Gaffey Street, San Pedro, California 90731
- Los Angeles Public Library, Wilmington Branch, 1300 North Avalon Boulevard, Wilmington, California 90744
- Los Angeles Public Library, Harbor City – Harbor Gateway Branch, 24000 South Western, Harbor City, California 90710

In addition, the IS is available online at: <https://bit.ly/WilmingtonGreeningInfrastructureProjects>.

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Over 2,600 notices were sent to community residents, stakeholders, and local agencies about the availability of the IS and the opportunity to attend a public meeting to learn more about the proposed Projects and provide comments on the IS; notices were also sent to addresses within 500 feet of the Projects.

1.5 Scoping Meeting

Two public scoping meetings will be held to obtain input on the NOP/IS and the scope and contents of the EIR. The first meeting will be held virtually via Zoom, and the second meeting will take place in-person at the Wilmington Recreation Center:

Scoping Meeting No. 1 (virtual):

Thursday, March 20, 2025 at 6:00 p.m. on Zoom
Link to the Zoom meeting: <https://bit.ly/wilmingtonGIP>

Scoping Meeting No. 2 (in-person):

Saturday, March 22, 2025 at 10:00 a.m. in the Wilmington Recreation Center
325 North Neptune Avenue, Wilmington, California 90744

During the scoping period, the public can provide written comments on the information contained within this IS or provide comments at a public meeting. Comments on the NOP/IS and responses to comments will be included in the record and considered by BOE during preparation of the EIR.

In reviewing the IS, responsible and trustee agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential Project impacts to the environment and ways in which the potential significant effects of the proposed Project could be avoided or mitigated. Comments on the NOP/IS should be submitted in writing by 4:00 p.m. on Monday, April 21, 2025. Please submit written comments to:

Rachel McPherson, Environmental Supervisor I
Los Angeles Bureau of Engineering, Environmental Management Division
1149 South Broadway, Suite 600
Los Angeles, California 90015

Written comments may also be sent via email to Rachel.McPherson@lacity.org. Comments sent via email should include the title of the Projects (Wilmington Greening Infrastructure Projects) in the subject line and a valid mailing address in the email.

If you have any questions regarding the environmental review process for the proposed Wilmington Greening Infrastructure Projects, please contact:

Rachel McPherson, Environmental Supervisor I
Los Angeles Bureau of Engineering, Environmental Management Division
(213) 485-1505
Rachel.McPherson@lacity.org

2 PROJECT DESCRIPTION

2.1 Introduction

BOE and LASAN propose to develop the Projects in the community of Wilmington in the city of Los Angeles, California. The Projects include two individual but related Projects – the Wilmington Neighborhood Greening Project (Phase I) and Wilmington-Anaheim Green Infrastructure Corridor Project (Wilmington-Anaheim Project or Phase II). The Projects would reduce pollutant loads in stormwater that flow through the community and into the Dominguez Channel Watershed and the Los Angeles/Long Beach Harbors Watershed by capturing stormwater. The Projects would also help to alleviate flooding in the surrounding area. The proposed Projects would divert a combined 253 acre-feet (af) of water annually. The Projects are receiving local funds from the Measure W Safe Clean Water Program, administered by LASAN. The Projects are being designed and would be constructed by BOE. Figure 1 shows the regional location of the Projects, Figure 2 depicts the components of the Projects in context with the surrounding neighborhood, and Figure 3 shows the drainage area that would be addressed by the Projects.

Wilmington Neighborhood Greening Project

The Wilmington Neighborhood Greening Project (Phase I) includes the installation of a stormwater diversion system at the Wilmington Recreation Center, as well as improved recreational amenities, streetscape infrastructure, and landscaping. The proposed stormwater diversion system would include a 5.5-af detention basin, which would be installed underneath the existing ballfields in the southwestern area of the park. This Project is estimated to capture approximately 22 acre-feet per year (afy) of stormwater flows from an approximately 65-acre drainage area to the north of the park. A diversion structure would be installed underground between the playground and the Bay View Avenue parking lot, which would capture stormwater flows up to 5.4 cubic feet per second (cfs) from the existing 36-inch storm drain. Stormwater would pass through a pretreatment system and would then enter the detention basin, where it would remain for a maximum of 72 hours before being discharged to an existing sewer line for treatment and reuse at the nearby Terminal Island Wastewater Reclamation Plant (TIWRP). Upon completion, the ballfields would be upgraded, and new drinking fountains, batting cages, dugouts, horseshoe pits, ADA-compliant bleachers, and a picnic area would be installed in the southeast corner of the Project site.

Wilmington-Anaheim Green Infrastructure Corridor Project

The Wilmington-Anaheim Green Infrastructure Corridor Project (Wilmington-Anaheim Project or Phase II) would divert stormwater from a 173-acre area north of Phase I, through storm drain diversion and a pretreatment device, to the underground storage tank that would be constructed in Phase I. Phase II would include the installation of a diversion structure underground within West C Street, west of the intersection with North Fries Avenue, and would provide localized flood control benefits through the installation of bioswales and permeable pavement¹ throughout the Project area. The diversion structure would be coupled with a pretreatment structure and inflow pump station, which would pump the stormwater to the detention basin at the Wilmington Recreation Center park through a new pipeline installed within West C Street. Approximately 50 new street trees and up to 1,500 linear feet of streetside landscaping designed for water absorption and filtering, such as bioswales, would be installed along various street segments, which could include North Fries Avenue, West Anaheim Street, West D Street, West E Street, West F Street, West G Street, and North Bay View Avenue (see Figure 2).

¹ Permeable pavement is pavement that allows stormwater to seep through and into the ground.



Figure 1. Regional area.

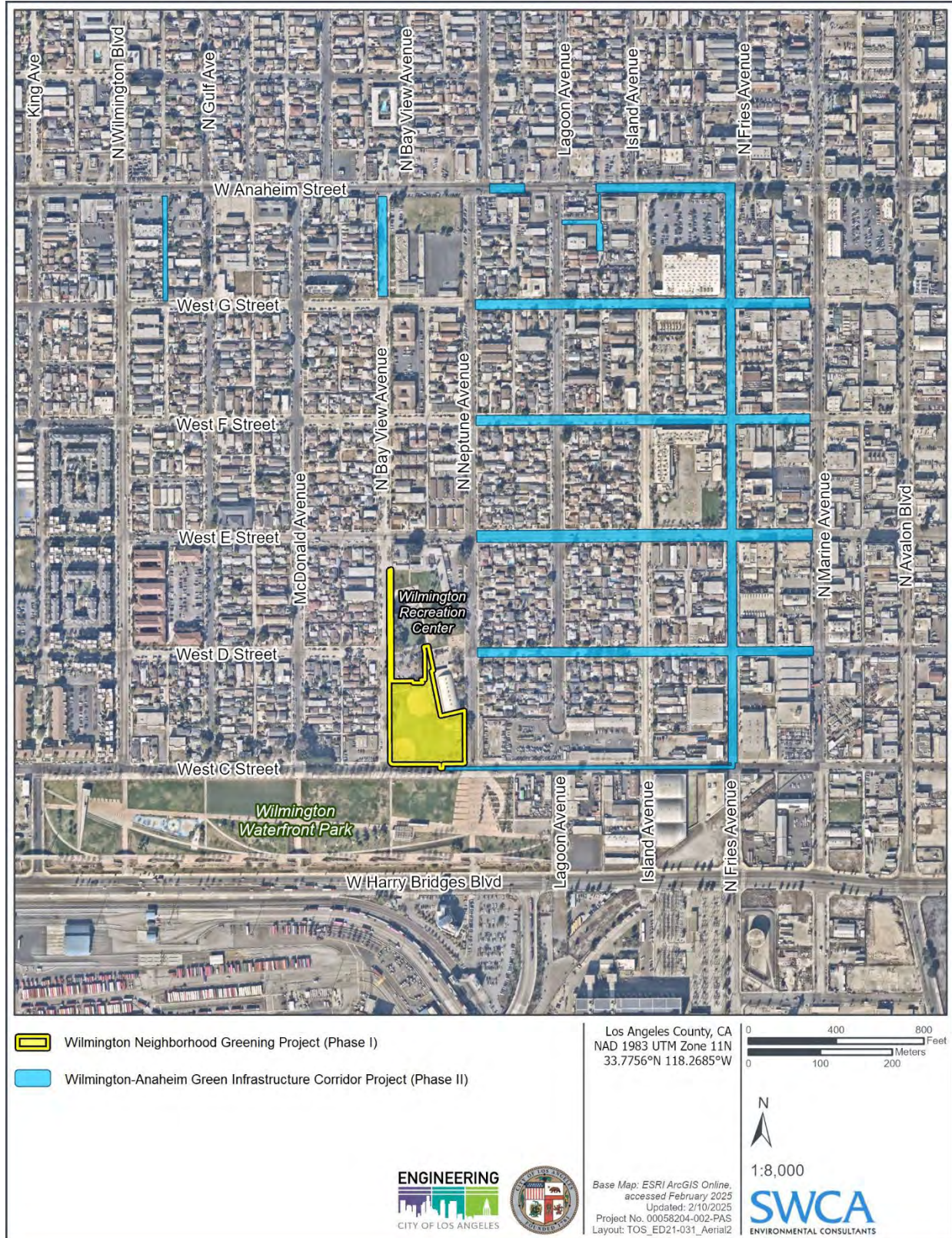
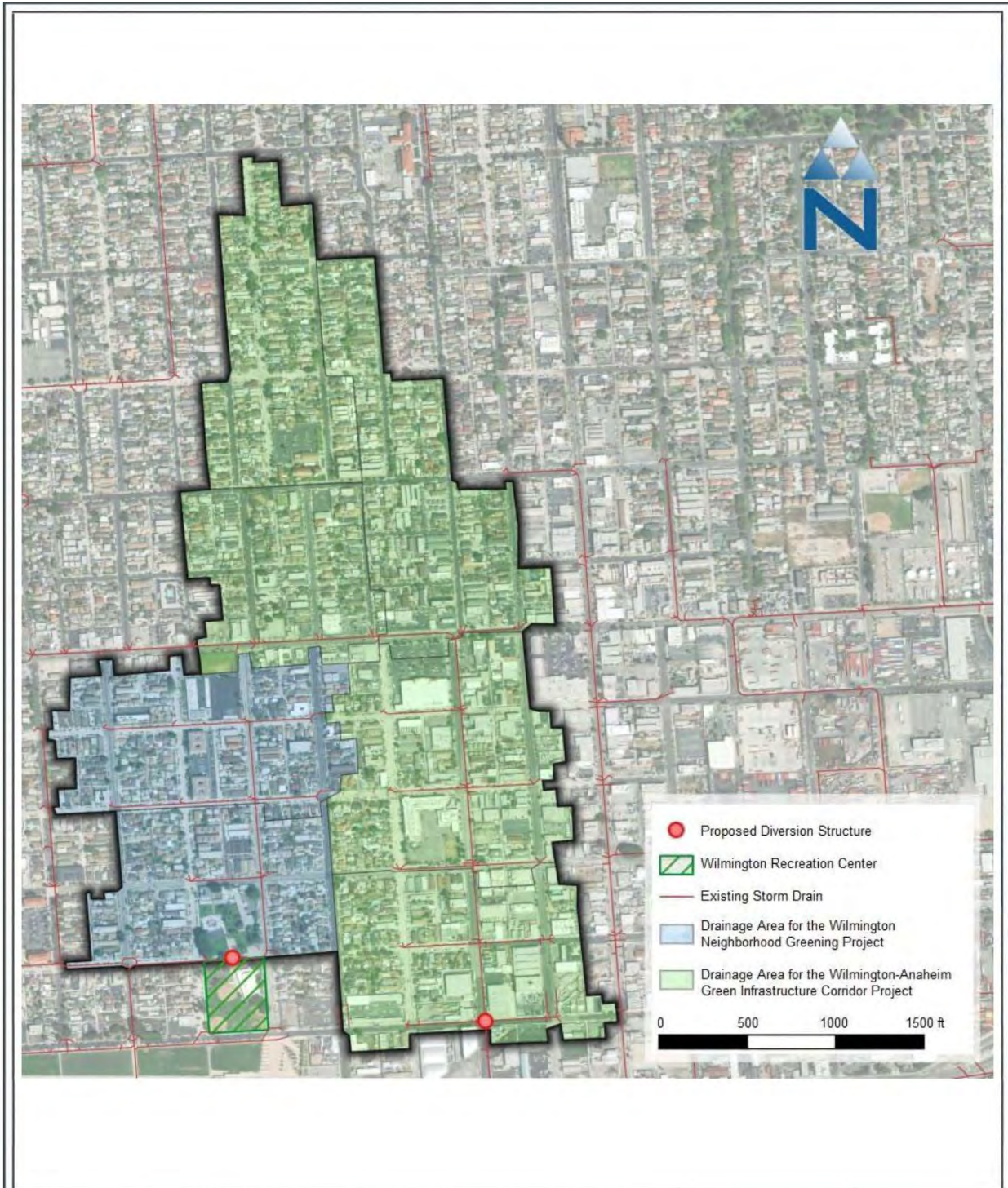


Figure 2. Boundaries of the Projects.



Source: Geosyntec, 2023
Project No. 00058204-002-PAS
Layout: Drainage Areas



Figure 3. Drainage area of the Projects.

Additionally, two alleyways adjacent to West Anaheim Street between Wilmington Boulevard and Island Avenue would be resurfaced with permeable pavement. A more specific location for the bioswales and/or landscape treatments will be determined in the design process for the Wilmington-Anaheim Project, which will commence in the spring of 2025. However, the locations identified in this IS and Figure 2 are inclusive of all locations under consideration. The design process is expected to narrow and focus the proposed locations for the Wilmington-Anaheim Project improvements.

The Wilmington-Anaheim Project would contribute an additional stormwater capture of approximately 75 afy of wet-weather flows and 85 afy of dry-weather flows from an approximately 173-acre drainage area to the north of the Project area. Together the Projects would capture a total of approximately 97 afy of wet-weather stormwater from an approximately 238-acre drainage area (see Figure 3).

2.2 Location

The Projects would be located in the Wilmington neighborhood in the South Bay and Harbor Region of the city of Los Angeles and are within the area covered by the Wilmington-Harbor City Community Plan. Wilmington is bordered by the City of Carson to the north, the City of Long Beach to the east, Terminal Island and the Pacific Ocean to the south, and the community of Harbor City to the west. Major infrastructure in the area includes Interstate 405 to the north, Interstate 110 to the west, the Port of Los Angeles to the south, and Interstate 710 to the southeast. The area surrounding the Projects is urbanized and includes many different land uses, including the Wilmington Waterfront Park, low- and medium-density residential buildings, schools, commercial developments, light manufacturing, and light industrial areas. According to the California Environmental Protection Agency (CalEPA), Wilmington is considered a disadvantaged community disproportionately affected by various sources of pollution (CalEPA 2024).

Wilmington Neighborhood Greening Project

The Wilmington Neighborhood Greening Project would be located primarily within the southern portion of the park known as the Wilmington Recreation Center. The Wilmington Recreation Center is an 8.4-acre park managed by the City Department of Recreation and Parks (RAP) in the community of Wilmington and is located at 325 North Neptune Avenue, Los Angeles, California 90744. The park is bounded by North Neptune Avenue to the east, West C Street to the south, and Bay View Avenue to the west. To the north, the park is bounded by the Harbor Community Teen Center, the Neptune Service Yard, and a two-story apartment building; north of these uses is West E Street. The Wilmington Recreation Center is used by the local community for after-school and preschool programs, various sports activities, and adult wellness programs. The park currently is developed with several recreational facilities and other recreational areas, including two ballfields, an outdoor basketball court, three indoor basketball courts, a children's play area, a skate plaza, open lawn areas, picnic benches, horseshoe pits, a teen center, and a community room. These facilities currently support the following programs and activities: volleyball, basketball, martial arts, track and field, softball, baseball, flag football, skating and skateboarding, soccer, gymnastics, and several cultural programs. The Project site also includes several trees within the park footprint and street trees along West C Street and Bay View Avenue.

Wilmington-Anaheim Green Infrastructure Corridor Project

The features of the Wilmington-Anaheim Project would generally be within approximately four blocks to the north and east of the Wilmington Recreation Center. The diversion structure would be installed underground within West C Street near the intersection with North Fries

Avenue. Approximately 50 new street trees and up to 1,500 linear feet of streetside landscaping designed for water absorption and filtering, such as bioswales, would be installed along various segments which could include North Fries Avenue, West Anaheim Street, West D Street, West E Street, West F Street, West G Street, and North Bay View Avenue. The landscaping would be installed within existing sidewalk park strips² and is not expected to result in the reduction of streetside parking. Additionally, two alleyways adjacent to West Anaheim Street between Wilmington Boulevard and Island Avenue would be resurfaced with permeable pavement. The Saint Peter and Paul K-8 School is adjacent to the proposed green street improvements along North Bay View Avenue and the George De La Torre, Jr. Elementary School is adjacent to the proposed green street improvements along North Fries Avenue. All Wilmington-Anaheim Project elements would be installed within the public right-of-way and would not alter existing buildings or structures.

2.3 Elements of the Proposed Projects

Wilmington Neighborhood Greening Project

The Wilmington Neighborhood Greening Project would include the following project elements and activities:

- Installing a 5.5-af stormwater detention basin beneath the existing ballfields, approximately 230 feet x 160 feet at a depth of 25 feet;
- Installing an area drain and stormwater diversion structure at the existing 36-inch storm drain, located between the children's play area and the Bay View Avenue parking lot;
- Installing a stormwater pretreatment system, including a trash screen and a hydrodynamic separator, underneath the cement path between the playground and the Bay View Avenue parking lot;
- Installing an intake pump station adjacent and downstream of the pretreatment system;
- Installing a discharge pump station adjacent to the detention basin in the southeast corner of the Project site;
- Upgrading the streetscape along Bay View Avenue and West C Street by planting new street trees, constructing an ADA-compliant access curb, repairing existing sidewalks, and installing landscape planters;
- Improving the existing ballfields by installing a new lighting system, new bleachers, dugout benches, batting cages, and new fencing; and
- Improving other amenities throughout the park by providing upgraded horseshoe pits, new drinking fountains, a new picnic area, new park vegetation, a new irrigation system, and permeable pavement³ to the north and west of the ballfields.

The Project would be limited to a 3.3-acre area in the southern portion of the park, which would interrupt access to the multipurpose ballfields as well as the horseshoe courts. Construction of the Project would not interrupt access to the skate plaza, teen center, outdoor basketball courts, playground, picnic area, or any of the activities within the indoor gymnasium. The detention basin and associated infrastructure would be installed underneath the ballfields in the southern portion of the park, and streetscape improvements would occur along the western edge of the park along Bay View Avenue and the southern edge of the park along West C Street.

² A park strip is the area between the sidewalk and the street not including the curb. Park strips sometimes are landscaped.

³ Permeable pavement is pavement that allows stormwater to seep through and into the ground.

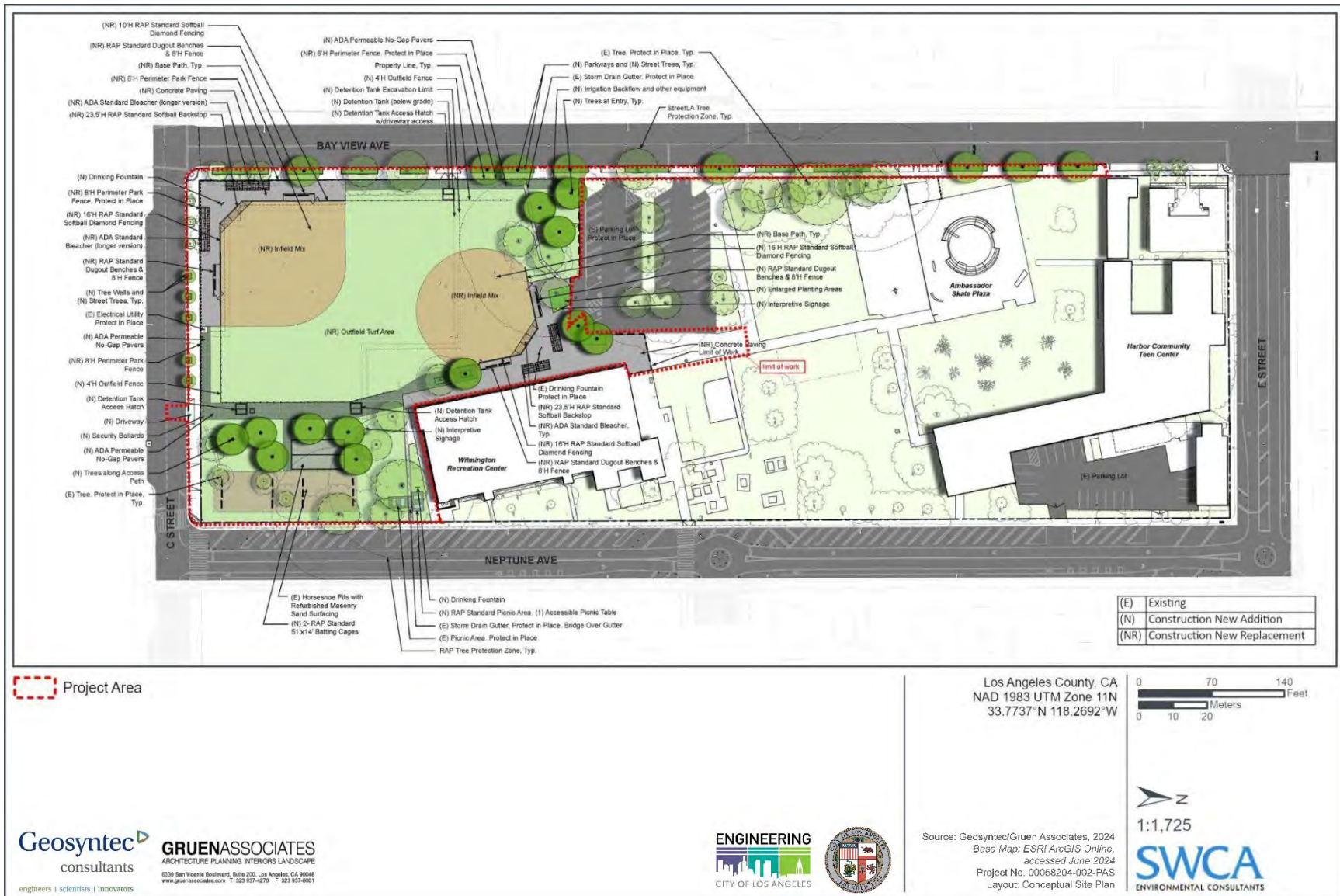


Figure 4. Site plan for the Wilmington Neighborhood Greening Project.

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None of the 38 existing trees within the park footprint and surrounding streetscape would be removed. New landscape planters would be installed along Bay View Avenue and West C Street that would feature drought-tolerant, native plant species. The new trees and plant species would be selected based on their specific locations with input from RAP and the Bureau of Street Services (StreetsLA) Urban Forestry Division (UFD). Existing trees would be protected through the implementation of a tree protection zone (TPZ) during construction of the Wilmington Neighborhood Greening Project, as described in BMP-BIO-2. Following construction, the park would be restored to its existing conditions, with the addition of the improvements proposed above. Figure 4 shows the site plan for the Wilmington Neighborhood Greening Project.

The proposed diversion structure at the Wilmington Recreation Center would capture stormwater flows up to 5.4 cfs from the existing 36-inch storm drain located between the children's play area and the Bay View Avenue parking lot. The stormwater would flow through the pretreatment system where trash, debris, and other solids would be removed. The inflow pump station would then pump the stormwater into the 5.5-af detention basin. The captured stormwater would remain within the basin for up to 72 hours before being pumped through the outflow pump station to an existing 12-inch sanitary sewer main in West C Street for eventual treatment at the nearby TIWRP. This Project is estimated to capture approximately 22 afy of stormwater flows from an approximately 65-acre drainage area to the north of the park. Additionally, a new dual-feed irrigation system would be installed that may accept recycled water as it becomes available in the future.

Upon completion of the detention basin, the existing ballfields would be upgraded to include new ADA-compliant bleachers and dugout benches, and a new sports lighting system. New batting cages, horseshoe pits, and two new concrete picnic benches would be installed in the southeast corner of the park. The improvements to the Wilmington Recreation Center amenities would also provide improved streetscape infrastructure and landscaping of the park. An ADA-compliant curb ramp would be installed on the northeast side of the intersection of West D Street and Bay View Avenue. The concrete walkways along the northern edge of the ballfields and the landing in front of the gymnasium would be removed during construction and would be replaced with new permeable pavement, which would allow stormwater to seep into the ground. The existing concrete sidewalks along the edge on the park on Bay View Avenue and West C Street would also be repaired in deteriorated locations.

The landscaping improvements at the Wilmington Recreation Center would include new vegetation, including new street trees along the east side of Bay View Avenue and north side of West C Street. None of the 38 existing trees within the park footprint and surrounding streetscape would be removed. New landscape planters would be installed along Bay View Avenue and West C Street, which would feature drought-tolerant, native plant species. The new trees and plant species would be selected based on their specific locations with input from RAP and StreetsLA UFD.

The Wilmington Neighborhood Greening Project would require electrical and control equipment for operation of the stormwater diversion system, which would be fully enclosed with security fencing to dissuade vandalism. It is anticipated that the enclosure would be constructed of double wire or tubular steel. The electrical equipment and enclosure would be located at the southern end of the Wilmington Neighborhood Greening Project site just east of the ballfield.

Construction may temporarily reduce the availability of parking at the site; however, the Wilmington Neighborhood Greening Project does not include any permanent changes to the size

of the parking lot. An access road made of permeable pavement⁴ and maintenance hatches would be installed on the southeastern and western edges of the ballfields. The access road would be protected by new fences to ensure the safety of community members that use the ballfield, and staff would inspect and maintain the stormwater capture infrastructure. Construction activities will disrupt the use of some recreational facilities. See Section 2.4, Construction, and Section 3.16, Recreation, for additional details.

Wilmington-Anaheim Green Infrastructure Corridor Project

The Wilmington-Anaheim Project would include the following project elements and activities:

- Installing an underground stormwater diversion structure at the intersection of West C Street and North Fries Avenue, approximately 7 feet wide and at a depth of approximately 10 feet;
- Installing a stormwater pretreatment system, wet well, and pump station underneath West C Street;
- Installing a pipeline within West C Street that would convey stormwater from the diversion structure to the detention basin at the Wilmington Recreation Center. The pipeline would run from North Fries Avenue to the south edge of the Wilmington Recreation Center park, where it would connect to the detention basin;
- Installing up to 1,500 linear feet of bioswales along North Fries Avenue between West Anaheim Street and West C Street, along West Anaheim Street between North Fries Avenue and North Bay View Avenue, along North Bay View Avenue between West Anaheim Street and West G Street, and along West D Street, West E Street, West F Street, and West G Street between North Neptune Avenue and North Marine Avenue;
- Planting 50 new street trees and installing tree wells in the area of the bioswales; and
- Resurfacing two alleyways south of Anaheim Street with permeable pavement, one between Gulf Avenue and Wilmington Boulevard, and the other between Lagoon Avenue and Island Avenue.

The components of the Wilmington-Anaheim Project would be installed entirely within the public right-of-way. Temporary partial street closures would be required during construction; however, the Wilmington-Anaheim Project would not interrupt access to any adjacent residences, schools, businesses, or other buildings. Street parking also would be affected temporarily by construction; however, it is anticipated that the Wilmington-Anaheim Project would not result in a permanent decrease in the number of available streetside parking spaces. Upon Project completion, the affected streets would be restored to their preconstruction conditions, with the addition of the proposed improvements. It is currently anticipated that none of the existing street trees within the surrounding streetscape would be removed. However, StreetsLA UFD's replacement requirements for street trees would be followed if any trees were later identified for removal.

The proposed diversion structure would capture stormwater flows up to 11.5 cfs from the existing storm drain located within West C Street near the intersection of North Fries Avenue. The stormwater would flow through the pretreatment system where trash, debris, and other solids would be removed. The inflow pump station would then pump the stormwater through the new West C Street pipeline into the 5.5-af detention basin at the Wilmington Recreation Center for temporary storage. Combined stormwater from the two projects would then be pumped to the nearby TIWRP for treatment and reuse. Figure 5 shows the site plan for the Wilmington-Anaheim Project.

⁴ Permeable pavement is pavement that allows stormwater to seep through and into the ground.

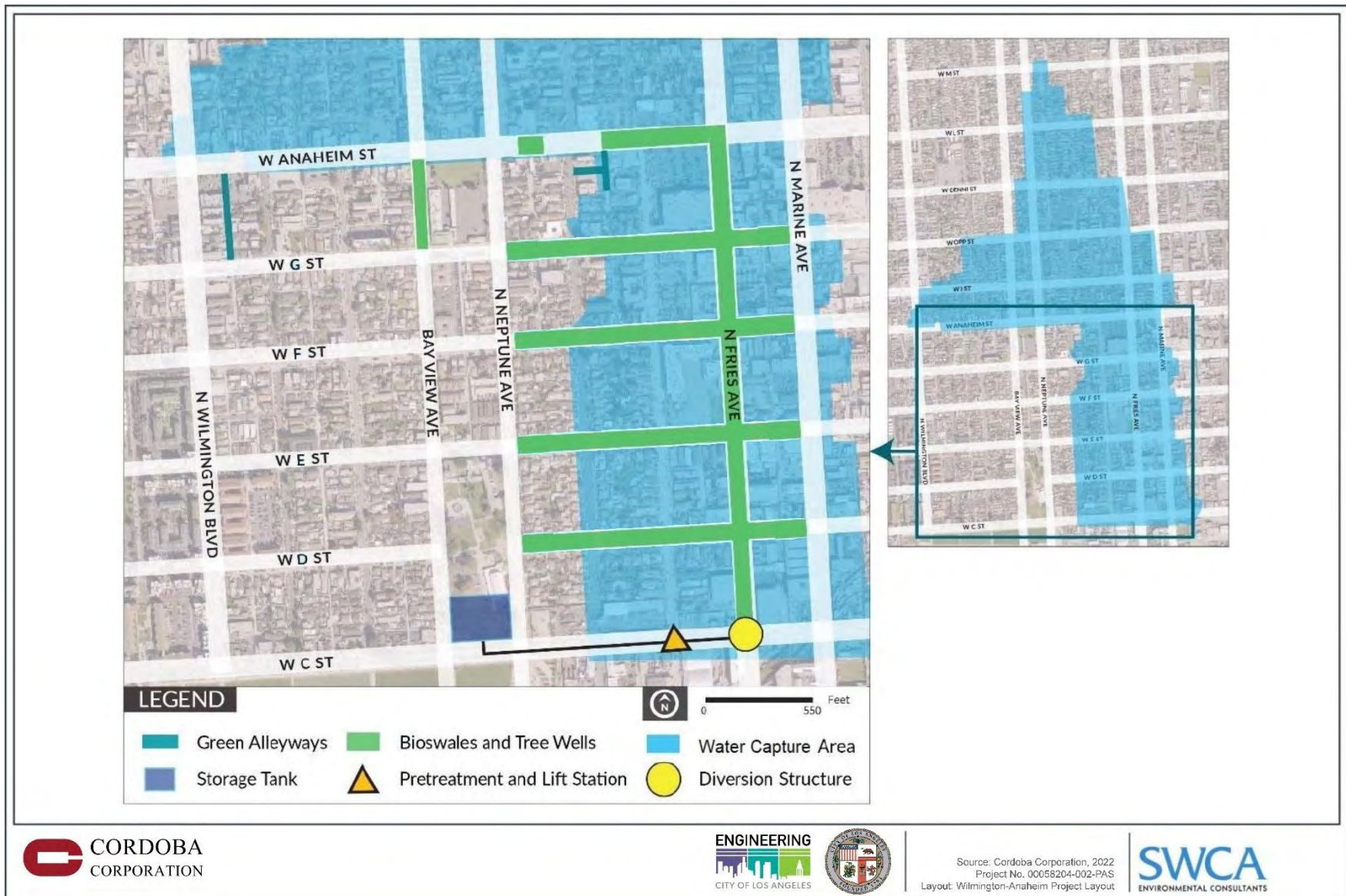


Figure 5. Site plan for the Wilmington-Anaheim Green Infrastructure Corridor Project.

Currently, engineering documents for the Wilmington-Anaheim Project have not been developed to the same level of detail as the Wilmington Neighborhood Greening Project. However, a preliminary design plan is expected to be available before the publication of the Draft EIR for the Projects. As such, the components of the Wilmington-Anaheim Project will be described in greater detail in the Draft EIR.

2.4 Construction

Project construction would occur in two phases. Construction of the Wilmington Neighborhood Greening Project would occur over 25 months beginning in early 2026 and is estimated to be completed in early 2028. Construction of the Wilmington-Anaheim Project would occur over 21 months beginning in summer 2027 and is estimated to be completed in early 2029.

During construction, the 3.3-acre area within the Wilmington Recreation Center would be closed to the public (see Figure 2). As a result, recreational use of the multipurpose field would be disrupted and the existing programming at the field would be displaced during construction of the Wilmington Neighborhood Greening Project. The remaining 5.4 acres of the Wilmington Recreational Center outside of the Wilmington Neighborhood Greening Project area would remain open and accessible, which includes the indoor gymnasium, skate park, horseshoe pits, outdoor basketball court, outdoor play equipment, and outdoor fitness equipment. The multipurpose field is currently used for youth and adult programs throughout the year, including baseball, softball, flag football, and soccer. RAP has identified the following alternative field locations to accommodate the programming that currently occurs at the Wilmington Recreation Center ballfields:

- Peck Park, 560 North Western Avenue, San Pedro, California 90732
- Leland Park, 863 South Herbert Avenue, San Pedro, California 90731
- Banning Recreation Center, 1331 Eubank Avenue, Wilmington, California 90744

Construction at the Wilmington Recreation Center would require two access points, one at the southeast corner of the Wilmington Neighborhood Greening Project site along West C Street, and the other from the existing parking lot. The construction laydown area would be entirely on-site within the southeast corner, near the existing horseshoe pits. Most construction activities at the Wilmington Recreation Center would be confined to the Project area shown on Figure 4, the only exception being some temporary closure of lanes of traffic, described further below, and expected temporary displacement of portions of the parking lot when the area is being used as a construction access point. The construction staging areas for the Wilmington-Anaheim Project are currently unknown; however, the selected areas would be limited to existing paved sites adjacent or surrounding the area shown in the Project figures. No ground disturbance would occur within the staging areas, and no trees or vegetation would be impacted or removed.

Periodic partial street closures would be necessary throughout construction of both Projects. Currently it is anticipated that during construction of the Wilmington Neighborhood Greening Project, a small portion of West C Street adjacent to the park would need to be partially closed for the installation of the sewer connection stub out, shown on the left of Figure 4. Additional street closures would be required for the construction of the Wilmington-Anaheim Project. The following list is a preliminary description of the anticipated street closures, however, the locations of these street closures could change as the design and construction plans for the Projects are further refined. The EIR will include a more refined listing of the anticipated street closures.

- West C Street between North Neptune Avenue and North Fries Avenue would be partially closed for installation of the diversion structure, inflow pump station, and pipeline.

- Several streets would be partially closed for the installation of the bioswales and tree wells:
 - North Fries Avenue between West C Street and West Anaheim Street;
 - West Anaheim Street between North Fries Avenue and Lagoon Avenue, and between Lagoon Avenue and North Neptune Avenue;
 - West D Street between North Neptune Avenue and North Marine Avenue;
 - West E Street between North Neptune Avenue and North Marine Avenue;
 - West F Street between North Neptune Avenue and North Marine Avenue;
 - West G Street between North Neptune Avenue and North Marine Avenue; and
 - North Bay View Avenue between West Anaheim Street and West G Street.
- For several months during the construction process, some access through the two alleyways south of West Anaheim Street between Wilmington Boulevard and Island Avenue could be disrupted for the installation of permeable pavement.⁵ Closures would be phased to allow access to garages and other adjacent residential uses. Garage access will remain during all construction activities. Implementation of BMP-TRA-5 would ensure that all residential driveways will remain accessible during construction.

Construction activities would occur Monday through Friday between 7:00 a.m. and 4:00 p.m. On average, both Projects would require 10 workers on-site during construction hours. Therefore, a maximum of 20 construction workers would be expected to be present during the period of overlapping construction. Approximately four round-trip truck trips per day would be required for soil hauling and delivery of construction materials during construction of the Wilmington Neighborhood Greening Project. Approximately five round-trip truck trips per day would be required for soil hauling and delivery of construction materials during construction of the Wilmington-Anaheim Project. Therefore, a maximum of nine round-trip hauling trips would be generated each day during the period of overlapping construction. The area beneath the existing ballfields at the Wilmington Recreation Center would be excavated to a maximum depth of 25 feet, and approximately 15,800 cubic yards (cy) of soil would be excavated. The maximum depth of excavation for installation of the pipeline and stormwater capture structure within the West C Street right-of-way would not exceed 20 feet, and excavation for the green streets and green alleyways would not be more than 6 to 8 feet deep.

Construction activities for both Projects would include mobilization, site preparation, excavation, shoring, subgrade preparation, structure installation, backfill and compaction, utilities installation, grading, surface improvements, cleanup, and demobilization. Construction equipment would include, but is not limited to, cranes, excavators, front loader skid steers, and ride-on roller compactors. The installation method of the West C Street pipeline would be either through micro-tunneling or open-cut trenching and would be coordinated with the installation of the stub out at the Wilmington Recreation Center.

Upon completion of the detention basin at the Wilmington Recreation Center, irrigation infrastructure within the ballfield area would be replaced, and the updated recreational amenities would be installed. The surrounding streetscape improvements along Bay View Avenue and West C Street would be installed after the improvements within the park are completed. The diversion structure and pipeline installed within West C Street would likely be constructed prior to the installation of the green street features and green alleyways. Construction of the proposed

⁵ Permeable pavement is pavement that allows stormwater to seep through and into the ground.

Projects potentially could overlap during installation of the improvements within West C Street and installation of the updated recreational amenities at the Wilmington Recreation Center.

2.5 Best Management Practices

An appropriate combination of monitoring and resource avoidance would be employed during all construction activities, including implementation of the following best management practices (BMPs):

Aesthetics

- **BMP-AES-1. Install Construction Fencing for Screening.** For construction components lasting longer than 30 days, contractors will 1) install solid green or blue fabric perimeter fencing at a minimum height of 6 feet around construction areas to provide security to pedestrians and reduce views of construction staging areas, grading, and site disturbance, and 2) conduct regular visual inspections of fencing to ensure fencing is in good working order and any visual breaks are repaired.
- **BMP-AES-2. Construction Staging Location.** Construction staging shall be coordinated in advance to reduce or eliminate the potential use or acquisition of public space for equipment and vehicles during construction. The construction area shall be fenced to obscure views of construction activities, materials, and staged equipment. Construction parking shall be configured to minimize traffic interference.
- **BMP-AES-3. Nighttime Lighting.** The contractor shall avoid the use of nighttime lighting, or, if unavoidable, nighttime lighting shall be directed downward, on-site, and away from surrounding land uses.
- **BMP-AES-4. Regulatory Requirements for Lighting.** The new ballfield lighting system shall operate in compliance with Los Angeles City Recreation and Parks (RAP) illuminance level standards for outdoor sports and recreational facilities.

Air Quality

- **BMP-AQ-1. Construction Worker Incentives.** The contractor shall provide transit and rideshare incentives for construction personnel.
- **BMP-AQ-2. Construction Equipment Use Emissions.** The contractor shall stop construction activities during Stage II smog alerts, which shall be announced to the contractor by BOE, and shall reduce construction equipment emissions by shutting off all equipment not in actual use.
- **BMP-AQ-3. Construction Equipment Maintenance.** The contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
- **BMP-AQ-4. Construction Equipment Fueling.** All equipment refueling and maintenance shall be conducted in the staging area. In addition, vehicles and equipment shall be checked daily for fluid and fuel leaks, and drip pans shall be placed under all equipment that is parked and not in operation. The contractor shall use low-sulfur/low-nitrogen fuel for construction equipment, if available.

- **BMP-AQ-5. Tier 4 Engines.** Prior to the start of construction activities, the construction contractor shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board–certified Tier 4 Interim engines, except where the City establishes that Tier 4 Interim equipment is not available.
- **BMP-AQ-6. SCAQMD Construction Requirements.** The Projects shall comply with the following South Coast Air Quality Management District (SCAQMD) rules and regulations related to construction:
 - Rule 403, which requires projects to incorporate fugitive dust control measures;
 - Rule 1113, which limits the volatile organic compound content of architectural coating; and
 - Regulation XIII, New Source Review, which requires new on-site facility nitrogen oxide emissions to be minimized through the use of emission control measures (e.g., use of best available technology control technology for new combustion sources such as boilers and water heaters).

Biological Resources

- **BMP-BIO-1. Nesting Birds.** If construction or vegetation-removal activities must occur during the bird breeding season (February 1–August 31), surveys for active nests should be conducted by a qualified biologist no more than 30 days prior to the start of construction. For raptors, an initial no-disturbance buffer of 500 feet shall be established around active nests and demarcated with fencing or flagging. For non-raptors, an initial no-disturbance buffer of 250 feet shall be established around active nests and demarcated with fencing or flagging. No construction or vegetation-removal activities shall occur within the buffer zone until a qualified biologist has determined that the birds have fledged and are no longer reliant on the nest or parental care for survival. The buffer distance for species not listed under the California Endangered Species Act or Federal Endangered Species Act may be reduced at the discretion of a biologist who has extensive experience observing bird behavior and monitoring nests, if the biologist observes that the birds' behavior is not disturbed by activity closer to the nest, depending on the sensitivity of the species and nest location. Buffer sizes for species listed under the California Endangered Species Act and/or Federal Endangered Species Act may be reduced in consultation with the responsible state and/or agency, i.e., the California Department of Fish and Wildlife (CDFW) and/or the U.S. Fish and Wildlife Service.
- **BMP-BIO-2. Tree Protection Zone Plan.** The TPZ Plan for the Wilmington Neighborhood Greening Project was prepared by Geosyntec and is intended to protect any trees which are within the construction and/or staging areas (Geosyntec 2023a). For existing trees within the Wilmington Recreation Center, the TPZ is defined as 1.5× the tree trunk diameter. For existing street trees, the TPZ corresponds to the radius of the tree canopy. The radius of each protection zone delineates the area that should be avoided by all construction activity. Measures required by the TPZ are as follows:
 - All street trees shall be protected in place during the course of construction pursuant to the project certified arborist report on record.
 - During construction the existing site surface drainage patterns shall not be altered within the critical root zone of any tree without written permission of the City arborist.

- The contractor shall not alter the existing water table within the area of the drip line during rough grading.
- The contractor shall take necessary measures to maintain healthy living conditions for existing trees to be preserved. Such measures shall include, but not be limited to, periodic mitigating of construction-related dust accumulation on all trees by spraying the trunks, limbs, and foliage with water.
- If construction occurs within the bird nesting season, breeding bird surveys shall be conducted. Federal and State laws prohibit the destruction of raptor, migratory, songbird, and active nests. It is the contractor's responsibility to ensure these laws are not violated during the execution of this project. Refer to BMP-BIO-1 for additional detail regarding the protection measure for nesting birds.
- The contractor shall adhere to the following requirements within the TPZ, including, but not limited to:
 - No storage of any construction equipment.
 - No stockpiling of building materials or refuse of excavated materials.
 - No objects of any kind will be attached to trees, including nail grade stakes.
 - Excessive water or heat from equipment, utility line construction, or burning of trash under or near shrubs or trees shall be avoided.
 - Damage to the root system from flooding, erosion, and excessive wetting and drying resulting from dewatering and other operations shall not occur.
 - No disturbance of soil or grade changes.
- Excavation around trees: Contractor shall produce a tree care and maintenance plan written by the project arborist of record for construction work that involves work within tree root zones. Any damage to any street tree caused through contractor neglect shall be reported to the City arborist and repaired immediately.
 - Excavation or fill within drip lines of trees shall be done only where absolutely necessary and with direction from the certified arborist.
 - Where trenching for utilities is required within drip lines, it shall be under the supervision and direction of the arborist of record and may require approval by the city arborist.
 - Pruning of a tree crown may be required to balance loss to the root system caused by damage or cutting of the root system as directed by the city arborist.
 - The area of tree root protection (or TPZ) is within the drip line of the tree. A permit to root prune street trees is required for work performed within the area of root protection. The City of Los Angeles UFD will provide root pruning instructions on the permit to root prune street trees. Root pruning shall comply with the American National Standards Institute (ANSI) A300 guidelines and to the satisfaction of the UFD. Where trenching within the area of tree root protection is unavoidable, the UFD may require trenching alternatives such as boring below the tree roots.

- Fencing shall be at least 4 feet high, sturdy, and visible. Construction fencing (chain link) or other acceptable protection shall be erected around trees that are indicated to remain in place. Maintain a minimum clearance of 6 inches outside the drip line of such trees except for trees within sidewalks of public right-of-way and/or when work has to be performed within the area of tree root protection. Where construction within the area of tree root protection is unavoidable, install protection fencing between the work area and tree, no closer than 6 inches around the root flare zone. Fence areas within the drip line of trees on adjacent property that overhang the worksite. Fencing shall not impede traffic or block the pedestrian pathway. Fencing shall be constructed in a manner that is safe and not become a hazard to the public.
- If foot, vehicle, or construction machinery travels within the TPZ, 6 to 12 inches of wood mulch or 3/4-inch plywood over a 4-inch layer of mulch shall be placed within the TPZ.
- The tree protection fence and signage shall be installed prior to construction. Warning signs are to be made of durable, weatherproof material. Letters are to be at least 3 inches high, clearly legible, and spaced as detailed. Signs shall be placed at each end of the linear tree protection areas and shall be attached securely to fence posts and fabric. The tree protection fence shall be maintained throughout the duration of the Projects.

Cultural and Paleontological Resources

- **BMP-CP-1. Workers Environmental Awareness Program (WEAP) Training.** All construction personnel and monitors who are not trained archaeologists or paleontologists shall be briefed regarding unanticipated discoveries prior to the start of construction activities. Basic presentations shall be prepared and presented by a Qualified Archaeologist (defined as meeting the Secretary of the Interior's Professional Qualifications Standards [National Park Service 2020]) and a Qualified Paleontologist (as defined by the Society of Vertebrate Paleontology [2010]) or their designees to inform all personnel working on the Project about the archaeological and paleontological sensitivity of the area. The purpose of the WEAP training shall be to provide specific details on the kinds of archaeological materials and fossils that may be identified during construction of the Project and explain the importance of and legal basis for the protection of significant archaeological resources and fossils. Each worker shall also learn the proper procedures to follow in the event that archaeological resources, fossils, or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate notification of the Qualified Archaeologist or Qualified Paleontologist and, if appropriate, Native American representative. The WEAP training can be in the form of a video or PowerPoint presentation or printed literature (handouts) that can be given to new workers and contractors to avoid the necessity of continuous training over the course of the Projects. The necessity of training attendance shall be stated on all construction plans. A copy of the WEAP training materials and a training log showing that all construction personnel received WEAP training shall be made part of the City's administrative record.

- **BMP-CP-2. Retention of a Qualified Archaeologist and Archaeological Monitoring.** Prior to the start of ground-disturbing activities, the City shall retain a Qualified Archaeologist (defined pursuant to BMP-CP-1) to oversee the implementation of all cultural resources mitigation measures. The Qualified Archaeologist shall oversee an archaeological monitor possessing experience and familiarity with historic-period and prehistoric resources in the region. The archaeological monitor shall conduct full-time monitoring within native soils to the Projects' proposed maximum depths of disturbance. In general, archaeological monitoring shall be limited to initial ground disturbance, which is defined as construction-related earthmoving of sediments from their native place of deposition, and does not include any secondary movement of sediment that might be required for the Projects (e.g., backfilling). The Qualified Archaeologist may adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) in a given portion of the Project areas based on the observed potential for construction activities to encounter archaeological deposits. The archaeological monitor shall be responsible for maintaining daily monitoring logs. In the event that archaeological resources are inadvertently encountered, the Qualified Archaeologist shall oversee implementation of the procedures pursuant to BMP-CP-3. Within 60 days following the completion of archaeological monitoring and all associated work, the Qualified Archaeologist shall prepare an archaeological monitoring report with the results of the archaeological monitoring program that meets all state and local requirements and submit the report to BOE and the South Central Coastal Information Center at California State University, Fullerton. Reports submitted to the South Central Coastal Information Center shall be formatted and completed in accordance with the California Historical Resources Information System document submittal standards.
- **BMP-CP-3. Inadvertent Discovery of Archaeological Resources.** In the event that archaeological resources are inadvertently encountered during ground-disturbing activities that have not been previously identified, work in a 60-foot radius of the find shall be halted and redirected, and the Qualified Archaeologist shall be contacted immediately. The Qualified Archaeologist, or other designated archaeologist working under the direction of the Qualified Archaeologist, shall provide recommendations regarding the resource's potential significance and potential treatment in coordination with the BOE. If the resource is determined by the Qualified Archaeologist to be indigenous in origin, then the Consulting Tribes shall also be contacted to participate in the evaluation of the resource. If the Qualified Archaeologist and/or Consulting Tribes determine it to be appropriate, archaeological testing of the resource shall be conducted to determine its significance as a historical resource or unique archaeological resource under CEQA. If the resource is recommended as either a historical resource or unique archaeological resource, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place through avoidance is determined to be infeasible by BOE in coordination with Consulting Tribes and the Qualified Archaeologist, the Qualified Archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, pursuant to the requirements of CEQA Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts related to the resource. For prehistoric or Native American resources, the Consulting Tribes shall be afforded the opportunity to review and comment on the data recovery plan and provide monitors to observe implementation of the data recovery plan. Pursuant to the data recovery plan,

the Qualified Archaeologist shall recover and document the scientifically consequential information that justifies the resource's significance. The BOE shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C).

- **BMP-CP-4. Discovery of Human Remains.** California Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5(e), and Public Resource Code Section 5097.98 mandate the process to be followed in the unlikely event of an unanticipated discovery of human remains in a location other than a dedicated cemetery. The Los Angeles County Coroner must be notified within 24 hours of the discovery of potential human remains. The Coroner must then determine within 2 working days of being notified if the remains are subject to their authority. If the Coroner recognizes the human remains (including bone fragments and funerary objects) to be Native American, the Coroner must contact the Native American Heritage Commission by phone within 24 hours. The Native American Heritage Commission then designates a Most Likely Descendant with respect to the human remains within 48 hours of notification. The Most Likely Descendant will then have the opportunity to make recommendations to BOE for disposition of the remains and associated grave goods within 48 hours of notification.
- **BMP-CP-5. Paleontological Monitoring.** Full-time paleontological monitoring shall be conducted under the supervision of the Qualified Professional Paleontologist for all ground-disturbing activities that impact previously undisturbed sediments of high paleontological sensitivity. Monitoring shall not be required when ground-disturbing activities are impacting only previously disturbed sediments and/or recent artificial fill regardless of depth. Monitoring shall be conducted by a qualified paleontological monitor who meets the standards of the Society of Vertebrate Paleontology and who shall be supervised by the Qualified Professional Paleontologist. The Qualified Professional Paleontologist may periodically inspect construction activities and increase, decrease, or cease monitoring in response to subsurface conditions, as appropriate. In the event of a fossil discovery by the paleontological monitor or construction personnel, whether the paleontological monitor is on-site or not, all work in the immediate vicinity of the find shall cease, and a temporary 50-foot buffer shall be installed around the find in order to avoid any disturbance from construction equipment. The BOE shall be notified, and the Qualified Professional Paleontologist shall be contacted to evaluate the find. If it is determined the fossil is not scientifically significant, then construction activity may resume. If it is determined the fossil is scientifically significant, the procedures outlined under BMP-CP-6 shall be completed.
- **BMP-CP-6. Treatment of Paleontological Resources.** In the event of a fossil discovery, whether by the qualified paleontological monitor or a member of the construction crew, the qualified paleontological monitor shall have the authority to temporarily divert construction activity, and all work shall cease in a 50-foot radius of the discovery. The qualified paleontological monitor and Qualified Professional Paleontologist will evaluate the scientific significance of the find and, should the fossils be determined significant, professionally and efficiently recover the fossil specimens and collect associated data. Paleontological monitors shall record pertinent geologic data and collect sediment samples from the fossil localities. Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The Qualified Professional Paleontologist shall obtain a curatorial arrangement with an

accredited repository (e.g., Natural History Museum of Los Angeles County), and scientifically significant fossils shall be donated to this institution.

- **BMP-CP-7. Final Paleontological Mitigation Report.** Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts according to current professional standards, and the report shall be maintained in the BOE records for at least 5 years after the completion of construction activities. The report shall include a summary of the field and laboratory assessment methodology employed; an overview of the geology in the area; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to BOE, and, if fossil curation occurred, the designated scientific institution.

Geology and Soils

- **BMP-GEO-1. Erosion Control.** The contractor shall implement standard BMPs, such as the use of fiber rolls and silt fencing, to reduce the amount of dust and dirt leaving the construction area.
- **BMP-GEO-2. Geotechnical Site Investigation Recommendations.** The Geotechnical Site Investigation report for the proposed Wilmington Neighborhood Greening Project includes recommendations to ensure that the Project area is suitable for construction, and to ensure that appropriate measures are taken to reduce impacts during earthwork, excavation, utility trenching, backfilling, and other construction activities (Geosyntec 2023b). Earthwork should be performed in accordance with applicable Los Angeles County grading regulations, the current version of the Standard Specifications for Public Works Construction “Greenbook,” as well as California Occupational Safety and Health Administration safety requirements.

Hazards and Hazardous Materials

- **BMP-HAZ-1. Handling and Disposing of Contaminated Soil.** The following requirements apply to handling and disposing of contaminated soils or debris encountered during all ground-disturbing activities:
 - The Contractor shall be licensed for hazardous materials handling and hauling or have a qualified licensed subcontractor on call to provide a site-specific Health and Safety Plan (Plan) and supervise sampling and chemical analysis of potentially contaminated soils or debris. The Plan should specify particular action levels for each contaminant found during exploratory drilling and suspected to occur within the Project areas and provide guidelines for personal safety and public protection, including monitoring and appropriate personal protective equipment needed on the job site during all phases of excavation of the Projects. The Plan shall appoint a site safety officer and establish responses to contaminants known to exist in the area based on site knowledge and/or a Phase II Site Assessment Report. The City shall review and approve the site-specific Health and Safety Plan prior to commencement of demolition and construction activities.
 - The workers exposed to or handling contaminated soils shall have sufficient health and safety training, consistent with Occupational Safety and Health Administration Hazardous Waste Operation Standards (29 Code of Federal Regulations 1910.120), and California Division of Occupational Safety and

Health “Hazardous Waste Operations & Emergency Response” (8 California Code of Regulations 5192).

- Soil that has visible staining or an odor shall be tested in the field by the contractor or qualified environmental subcontractor with an organic vapor analyzer for volatile components, which require additional consideration for handling and disposal. Soil with organic vapor analyzer readings exceeding 50 parts per million (ppm) volatile organic compounds (probe held 3 inches from the excavated soil face), or which is visibly stained or has a detectable petrochemical odor shall be delineated, excavated, and stockpiled by the Contractor separately from non-contaminated soils. If volatile compounds are present at concentrations exceeding 50 ppm, a SCAQMD Rule 1166 permit shall be required, which most likely will require preparation of a volatile organic compounds contaminated soil mitigation plan approved by SCAQMD prior to construction and control of vapor, such as covering the stockpiles with plastic sheeting or wetting with water or approved vapor suppressant. The Contractor shall obtain all necessary permits.
- The stockpiles shall be barricaded near the excavation area, away from drainage areas or catch basins, on an impermeable plastic liner (6 mil nominal thickness and tested at 100 pounds-per-square-inch strength). Caution must be taken to separate any contaminated soil from the remainder of the excavated material. If only a small amount of contaminated soil is encountered, it may be drummed in 55-gallon steel drums with sealing lids. Sealed soil bins may be required on larger projects and/or those in residential areas.
- The stockpiled soil shall be sampled in a random and representative manner. To establish waste classification, samples shall be analyzed for total petroleum hydrocarbons (TPH), volatile organic compounds, TPH as gasoline or diesel if these fuels are found in the area, Title 22 heavy metals, reactivity (pH), corrosivity, and toxicity. The number of samples shall depend upon the volume of material removed with one sample for approximately every ton of soil. Storage space available at the site and site occupant sensitivity shall determine the amount of soil that can be stockpiled. Suspected contaminated soil samples shall be taken to a State-certified environmental laboratory or tested in the field with a mobile lab. Materials with elevated levels of TPH, metals, or other regulated contaminants shall require handling by workers who have been adequately trained for health and safety aspects of hazardous material handling.
- In older areas of the City, unanticipated types of hazardous waste are sometimes encountered, even if not discovered in the site assessment investigations. Should potential biohazards (such as medical waste material or syringes), lead-based paint, mercury-containing lamps or thermostats, polychlorinated biphenyl-containing transformer ballast, or asbestos-containing materials such as “Transite” pipe are suspected, appropriate chemical tests shall be taken to verify the presence and concentrations of these contaminants before they are disturbed. All appropriate U.S. Environmental Protection Agency and California Division of Occupational Safety and Health regulations must be followed; generally specialty licensed hazmat remediation and/or air monitoring firms with certified personnel shall be employed.

- **BMP-HAZ-2. Removal and Classification of Excavated Contaminated Soil.** Any contaminated material (soil, asphalt, concrete, railroad ballast, trash fill, or debris) that is to be hauled off-site is considered a "waste product" and shall be classified as hazardous or nonhazardous waste under all criteria by both State and Federal codes prior to disposal. If the waste soil or other material is determined hazardous, a hazardous waste manifest shall be prepared by the Contractor or its qualified representative and the material transported to an appropriate class of facility for recycling or landfill disposal by a registered hazardous material transporter. Proper excavation and off-site disposal or recycling of contaminated soils may require additional delineation of impacts and additional analytical testing pursuant to landfill or recycling facility requirements. If the soil is nonhazardous but still exceeds levels that can be returned to the excavation or is not needed on-site, a less costly nonhazardous transporter and soil recycling facility shall be used if no hazardous constituents are present above their respective action levels.
- **BMP-HAZ-3. Removal of Soils with TPH and BTEX.** Soil with levels of 100 ppm TPH (crude oil, waste oil, and diesel), 10 ppm gasoline, and 1/50/50/50/ ppm, respectively, of benzene, toluene, ethylbenzene, and xylenes (BTEX) shall be moved off-site. Soil contaminated with hydrocarbons at values less than these values may be backfilled, used for fill, or paved over. All excavated material moved off-site shall be manifested, transported by a registered hauler, and disposed of in the proper class landfill or recycler. Proper excavation and off-site disposal or recycling of contaminated soils may require additional delineation of impacts and additional analytical testing pursuant to landfill or recycling facility requirements. The Contractor shall notify the Inspector of all contaminated material removals and provide copies of signed manifests.

Hydrology and Water Quality

- **BMP-HYD-1. Off-Site Sediment Transport.** All entrances and exits to the construction site shall be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site shall be removed within a reasonable time.
- **BMP-HYD-2. Outdoor Material Storage Area Design.** Proposed outdoor storage areas shall be organized and maintained to prevent stored materials from being permitted to run off with stormwater. The outdoor storage of toxic and hazardous materials is not permitted.
- **BMP-HYD-3. Outdoor Trash Storage Area Design.** Proposed outdoor trash storage enclosures shall be organized and maintained to prevent the transportation of trash and debris in stormwater. Bins and dumpsters shall remain covered.
- **BMP-HYD-4. Employee Training.** Operations and maintenance employees shall be trained and made aware of the source controls, Low Impact Development (LID) BMPs, educational materials, and maintenance requirements for the proposed Projects at first hire and yearly thereafter.
- **BMP-HYD-5. BMP Maintenance.** Proposed structural source controls, non-structural source controls, and LID BMPs shall be maintained as outlined in the operations and maintenance plan that will be developed for the proposed Projects.

Noise

- **BMP-NOI-1. Community Liaison.** A Community Liaison shall be appointed for construction of the Projects and shall be responsible for addressing public concerns about construction activities, including but not limited to noise, dust, traffic, and access disruptions. As needed, the Community Liaison shall determine the cause of the concern (e.g., starting work too early, bad muffler) and work with the contractor to implement measures to address the concern. The Community Liaison shall work directly with the contractor to ensure implementation of the BMPs pertaining to noise (see BMP-NOI-2 through BMP-NOI-7) and transportation (see BMP-TRA-1 through BMP-TRA-5). To ensure clear communication, the contractor shall install visible signage at all active construction work areas with the project name, expected construction duration and hours, and contact information for the Community Liaison (including name, phone number, and email). The Community Liaison shall maintain a detailed communication log to document all inquiries and complaints from the public. This log shall record the date and time of each inquiry, the name and contact information of the complainant (if provided), a description of the concern, actions taken, and the resolution status, including any follow-up required. The log shall be available to City staff and relevant agencies upon request. All inquiries shall be acknowledged within 1 business day and, when feasible, resolved within 5 business days. If additional time is needed, the Community Liaison shall provide a status update and a timeline for resolution within the same 5-day period.
- **BMP-NOI-2. Noise Ordinance Compliance.** The proposed Projects shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574 (Los Angeles Municipal Code Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.
- **BMP-NOI-3. Noise Reduction Methods.** The contractor shall use noise-reduction methods such as noise barriers and sound blankets in noise-sensitive areas to block the line of sight between noise sources and sensitive receptors.
- **BMP-NOI-4. Haul Route.** The contractor shall route construction-related truck traffic away from noise-sensitive areas and reduce construction vehicle speeds. Prior to commencement of construction and operational maintenance activities, the City shall establish approved truck haul routes that avoid or minimize, to the extent feasible, unnecessary truck travel on local roadways through residential neighborhoods or adjacent to schools and prioritize travel on collector and arterial streets.
- **BMP-NOI-5. Permitted Time for Construction.** Construction shall typically be restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activity shall not be permitted on any Sunday or national holiday. The contractor shall schedule high noise-producing activities during periods that are least sensitive. Nighttime construction activities require a variance approved by the City of Los Angeles Police Commission.
- **BMP-NOI-6. Noise-Generating Equipment.** Noise-generating equipment operated at the Project sites shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to avoid the generation of additional noise due to worn or improperly maintained parts.
- **BMP-NOI-7. Construction Noticing.** The proposed Projects shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (Los Angeles Municipal Code Section 91.106.4.8), which requires a construction site notice to be provided that

includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction of each site prior to the start of construction and displayed in a location that is readily visible to the public.

Transportation

- **BMP-TRA-1. Temporary Detour Routes.** During proposed construction activities, temporary detours shall be provided for any affected pedestrian and bicycle facilities.
- **BMP-TRA-2. Reduce Construction-Related Traffic.** The contractor shall reduce construction-related traffic congestion, minimize obstruction of through-traffic lanes, provide a flag person to facilitate traffic flow and prevent traffic congestion, and schedule operations affecting roadways for off-peak traffic hours.
- **BMP-TRA-3. Construction Traffic Management Plan.** A construction traffic management plan shall be prepared for the phases of the proposed Projects that affect off-site components or require increased vehicle access consistent with the Los Angeles Department of Transportation Construction Traffic Control Guidelines. This plan shall address the planned construction phasing for the Projects, sequence of construction activities, access, and circulation. In addition, the plan shall include planned detour routes and BMPs, as well as coordination with and advance notice to local emergency providers.
- **BMP-TRA-4. Coordination with Transit Agencies.** The City or its contractor shall engage in advance coordination with and notification of public transit providers serving the Project areas (including but not limited to Los Angeles County Metropolitan Transportation Authority) prior to the start of construction activities for the Projects. Such coordination shall include providing transit agencies with information on the planned construction phasing, sequence of construction activities, access, and circulation to enable them to determine appropriate sites for temporarily relocated transit stops.
- **BMP-TRA-5. Access to Parcels.** All residential driveways are to remain open during the entirety of construction. If access to any existing parcels is removed during proposed construction activities, temporary access shall be provided and/or new points of access shall be constructed.

2.6 Operation and Maintenance

The operations and maintenance for the Projects would include regular inspection and maintenance of the stormwater diversion infrastructure, as well as monitoring and reporting of discharges to the sewer system. The structures that would require maintenance include the pretreatment device, the inflow and outflow pumps, and detention basin. These facilities would be closely monitored for a period immediately following construction before a regular operations and maintenance program is established. The upgraded recreational facilities, landscaping, and streetscape improvements also would require maintenance.

LASAN would be responsible for operating and maintaining the stormwater diversion facilities. Maintenance for these systems is anticipated to require two employees visiting the site twice per year. RAP would continue to be responsible for operating and maintaining the existing recreational facilities at the park, as well as the recreational facilities that would be updated by the Projects. StreetsLA would continue to be responsible for maintaining the existing streetscape

as well as the proposed improvements, including the new street trees, landscaped planters, and curbs within the public rights-of-way.

After construction, the green street bioswales and tree wells would be watered through an establishment period. In addition to watering, maintenance of the trees and landscaping features would also occur post-construction. Responsibility for tree/bioswale watering and maintenance would vary depending on the timing (e.g., immediately after construction versus longer term) and location of the features. Responsible entities for watering could include the construction contractor and StreetsLA.

2.7 Actions and Approvals

The proposed Projects and CEQA documentation would require approval by the Board of Public Works, RAP Board, and City Council. The BMPs listed in the previous section and any additional BMPs or mitigation measures identified in the forthcoming EIR will become conditions of project approval. Anticipated approvals or permits for the proposed Projects are summarized in Table 1. Depending on the scope of the permit and the regulatory authority of the agency, the individual permits and approvals would include some or all of the previously identified BMPs and other identified mitigation measures as a permit requirement.

Table 1. Agency Approval Requirements

Agency	Approval Required
City of Los Angeles, Department of Building and Safety (LADBS)	Grading permit Shoring permit Structural permit Geotechnical report approval Plumbing permit ADA compliance approval
City of Los Angeles, StreetsLA Urban Forestry Division (UFD)	Approval of new street trees Maintenance of existing and new streetscape
City of Los Angeles, Department of Recreation and Parks (RAP)	Site owner; right-of-entry Soil management plan approval Approval of final project plans Operations and maintenance of recreational facilities
City of Los Angeles Department of Transportation (LADOT)	Traffic control permit
City of Los Angeles, Department of Public Works LA Sanitation & Environment (LASAN)	Industrial wastewater permit Operations and maintenance of stormwater facilities
Los Angeles Regional Water Quality Control Board	Dewatering permit Soil management plan approval
California State Water Resources Control Board	Notice of Intent approval
South Coast Air Quality Management District	Rule 1166 and 1466 permits

PUBLIC WORKS – BUREAU OF ENGINEERING

The analysis in this document assumes that, unless otherwise stated, the Projects would be designed, constructed, and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., Los Angeles Municipal Code and Bureau of Engineering Standard Plans). Construction would follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., Standard Specifications for Public Works Construction and the Work Area Traffic Control Handbook) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications for Public Works Construction).

3 ENVIRONMENTAL EFFECTS/INITIAL STUDY CHECKLIST

3.1 Aesthetics

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project have a substantial adverse effect on a scenic vista?

A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact would occur if the Projects would introduce incompatible visual elements within a field of view containing a scenic vista or substantially altered a view of a scenic vista. The City General Plan Conservation Element states that scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles 2001). Public access to these views is from parklands, privately and publicly owned sites, and public rights-of-way. The Wilmington-Harbor City Community Plan does not designate any specific views as scenic vistas within the area around the Projects (Los Angeles City Planning 2016). The Projects would be located within an urban setting, and the area does not offer views of any scenic resources. The installation of the stormwater diversion and capture system would occur underground, and the green street improvements would occur within the existing public right-of-way. Improvements to the amenities at the Wilmington Recreation Center would upgrade existing facilities and would improve the aesthetics of the site, therefore, the Projects would not impact aboveground visual elements. Therefore, the proposed Projects would not have a substantial adverse effect on a scenic vista, and no impact would occur. This topic will not be discussed further in the Draft EIR.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The Projects would be located in a developed urban area. According to the California Department of Transportation (Caltrans) Scenic Highway Systems List, none of the nearby major infrastructure, including Interstate 405 to the north, Interstate 110 to the west, and Interstate 710 to the southeast, are listed as state-designated scenic highways (Caltrans 2018). There are no state-designated scenic highways located near the area that would be affected by the Projects.

Therefore, the Projects would not damage scenic resources within a state scenic highway, and no impact would occur. This topic will not be discussed further in the EIR.

- c) In non-urbanized areas, would the project 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?**

The Projects would be located in an urban setting in the Wilmington neighborhood within the city of Los Angeles. The Wilmington Neighborhood Greening Project would improve the existing visual character and quality of public views of the site and its surroundings by updating facilities at the Wilmington Recreation Center, such as replacing bleachers and dugout benches; installing a new sports lighting system, batting cages, horseshoe pits, benches, and landscaping; planting new trees; and implementing other park and streetscape improvements. The Wilmington-Anaheim Project would plant new street trees and install landscaped planters as a part of the proposed green street improvements along various segments of North Fries Avenue, West Anaheim Street, West D Street, West E Street, West F Street, West G Street, and North Bay View Avenue at the locations shown in Figure 2. The Wilmington Neighborhood Greening Project would be located at the Wilmington Recreation Center, which has a zoning designation and a land use designation of Open Space. The City General Plan does not discuss scenic quality in the Open Space or other zoning designations (Los Angeles City Planning 2023). The stormwater diversion and capture system would be installed underground, and upgrades to the existing amenities would not result in any new incompatible uses. Therefore, the Projects would not conflict with applicable zoning and other regulations governing scenic quality. The Wilmington-Anaheim Project would occur entirely within the existing public right-of-way. Therefore, the Projects would not conflict with applicable zoning and other regulations governing scenic quality.

The proposed Projects have the potential for short-term aesthetics effects during construction, due to grading, street closures, and the storage of construction equipment and materials on-site. However, these effects would be temporary. Although impacts to visual character are expected to be less than significant, this topic will be discussed further in the Draft EIR.

- d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

The Wilmington Recreation Center is illuminated by an existing lighting system throughout the park and along the perimeter of the ballfields. The Wilmington Neighborhood Greening Project would install a new sports lighting system for the ballfield at the Wilmington Recreation Center. The new sports lighting system would direct most of the light to the ballfields within Wilmington Recreation Center and away from sensitive areas. The Wilmington-Anaheim Project would not install any features that would result in new sources of light or glare.

Construction of the proposed Projects would occur during daylight hours, so it is not anticipated that nighttime lighting would be required. In the event that construction activities extend past daylight hours, lighting would be directed downward, and spill light would be minimized to the greatest extent practicable. Therefore, significant changes in ambient illumination levels as a result of construction activities are not expected to occur, and construction lighting would not be a nuisance for nearby residents. Although impacts to day or nighttime views are expected to be less than significant, this topic will be discussed further in the Draft EIR.

3.2 Agriculture and Forestry Resources

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

a) Would the project 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?

The proposed Projects would be located in an area entirely underlain by land designated by the as Urban and Built-up Land by the California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP) (CDOC 2024). As the Projects would not be located on or near any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the FMMP, the proposed Projects would not result in conversion of Farmland, and no impacts would occur. This topic will not be discussed further in the Draft EIR.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Within the City, agricultural uses are permitted in agricultural zones (A1 and A2). According to the City's Zone Information and Map Access System, the area proposed to be modified by the Projects and the surrounding neighborhoods do not include any land zoned as A1 or A2 (City of Los Angeles 2024a). The Wilmington Neighborhood Greening Project would be located at the Wilmington Recreation Center, which has a zoning designation and a land use designation of Open Space. The Wilmington-Anaheim Project would occur entirely within the existing public

right-of-way. Other zoning designations with the area surrounding the Projects include Low Residential (R1), Low Medium II Residential (RD1.5), Community Commercial (C2), Limited Manufacturing (MR1), Limited Industrial (M1), and Public Facilities (PF). Furthermore, there are no Williamson Act contracts in effect within the City (CDOC 2022). Therefore, the Projects would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract, and no impacts would occur. This topic will not be discussed further in the EIR.

- c) **Would the project 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))?**

The Projects are proposed in an area that is not within forest land, timberland, or timberland production land use or zoning designations; therefore, the Projects would not conflict with the zoning or cause rezoning of designated forest land, timberland, or timberland production, and no impacts would occur. This topic will not be discussed further in the Draft EIR.

- d) **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

The Projects are proposed in an area that is not designated or zoned for forest land uses and does not meet the definition of forest land established in California Public Resources Code Section 12220(g). Furthermore, the Projects do not include the removal of any existing trees. Therefore, the Projects would not result in the loss or conversion of forest land, and no impacts would occur. This topic will not be discussed further in the Draft EIR.

- e) **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

The Projects are proposed to be located in a developed urban area that does not support agricultural uses or farmland. The installation of the stormwater diversion and capture system would occur underground, and the green street improvements would occur within the existing public right-of-way. As such, the proposed Projects would not result in the conversion of Farmland or forest land and would not interfere with zoning for agricultural or forest land uses, and no impacts would occur. This topic will not be discussed further in the Draft EIR.

3.3 Air Quality

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>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:</i>				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Projects are proposed in an area located within the South Coast Air Basin (SCAB), under the jurisdiction of the SCAQMD. Under the National Ambient Air Quality Standards (NAAQS), the SCAQMD has been designated as a nonattainment area for O₃ (extreme nonattainment), PM_{2.5} (serious nonattainment), and lead (partial nonattainment) (SCAQMD 2022). Under the California Ambient Air Quality Standards (CAAQS), the SCAQMD has been designated as a nonattainment area for O₃ (extreme nonattainment), PM₁₀, and PM_{2.5} (SCAQMD 2016). Criteria air pollutants would be emitted during construction of the Projects. Daily thresholds for construction air quality emissions could be exceeded, depending on the amount of construction equipment being used at a given time. However, the proposed Projects would not be expected to emit criteria air pollutants during operation. An air quality and greenhouse gas (GHG) assessment will be prepared to evaluate potential impacts to air quality, and a detailed analysis of this issue will be included in the Draft EIR.

b) Would the project 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?

Existing air pollutant sources in the area include emissions from mobile sources, such as vehicle exhaust, and stationary industrial uses. The primary sources of air pollutant emissions during construction of the Projects would be dust generated during soil hauling and engine exhaust from construction equipment. Construction emissions would be short-term and intermittent; however, daily thresholds could be exceeded depending on the amount of construction equipment being used at a given time. Operation of the Projects would not substantially increase mobile trips or include any stationary sources that would emit criteria pollutants. The proposed Projects could contribute to the existing nonattainment status for the NAAQS and CAAQS during construction; therefore, air quality impacts would be potentially significant. This topic will be discussed further in the Draft EIR and analyzed in an air quality and GHG assessment.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are individuals who are particularly vulnerable to criteria air pollutant emissions. These receptors typically include residences, hospitals, eldercare facilities, rehabilitation centers, elementary schools, daycare centers, and parks. The Projects are proposed in an area with a mix of land uses, including commercial, industrial, and residential areas. Residences are located directly adjacent to the Wilmington Neighborhood Greening Project site. Two schools are located adjacent to possible locations of the proposed green street improvements of the Wilmington-Anaheim Project; the Saint Peter and Paul K-8 School is located adjacent to the proposed improvements along North Bay View Avenue, and the George De La Torre, Jr., Elementary School is located adjacent to the proposed improvements along North Fries Avenue and West E Street.

The proposed Projects would release criteria air pollutants during construction activities. However, operation of the Projects is not expected to result in the release of criteria air pollutants. With adherence to applicable SCAQMD rules, regulations, BMP-AQ-1 through BMP-AQ-7, and significance thresholds, it is unlikely that the construction activities would expose sensitive receptors to substantial pollutant concentrations. However, as there are several sensitive receptors located nearby, the Projects could potentially expose sensitive receptors to significant pollutant concentrations during construction. This topic will be discussed further in the Draft EIR and analyzed in the air quality and GHG assessment.

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

Typically, construction activities have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Any odors generated by construction activities would be intermittent and temporary, and generally would not extend beyond the construction area. The proposed Projects are not expected to include any components or activities that would generate substantial long-term adverse odors during operations. Therefore, odors generated by the Projects would be short-term, intermittent, and primarily undetectable. However, the Projects are proposed to be located within a highly urbanized area, and construction-related odors could be noticeable to individuals within the immediate area of the Projects. Although the impacts of odors are expected to be minimal, this topic will be addressed further in the Draft EIR.

3.4 Biological Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The Wilmington Recreation Center may contain habitat that is potentially suitable for sensitive and/or special-status wildlife species. The park is developed with several buildings used for recreational purposes and open lawn areas used as ballfields. Construction of the Wilmington Neighborhood Greening Project may have the potential to impact such species. It should be noted that the Projects would not remove any existing trees at the Wilmington Recreation Center or existing street trees surrounding the park.

The Wilmington-Anaheim Project is not anticipated to have any adverse effect to special-status species. The components of the Wilmington-Anaheim Project would be installed within the existing public right-of-way, which consists primarily of paved surfaces that lack potential habitat for special-status species. Additionally, the Wilmington-Anaheim Project would not remove any existing street trees.

Although the proposed Projects would likely have a less than significant impact to special status species, this topic will be discussed further in the Draft EIR and supported by a biological resources technical report prepared for the Wilmington Recreation Center.

- b) **Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

Riparian habitat refers to trees, other vegetation, and physical features normally found on the banks and floodplains of rivers, streams, and other bodies of fresh water. The location of the Projects is a developed urban area. No CDFW-defined sensitive natural communities or riparian habitat were identified within the vicinity of the location of the proposed Projects. Therefore, the proposed Projects would not have a substantial adverse effect on riparian habitat, and impacts would be less than significant. This topic will not be discussed further in the Draft EIR.

- c) **Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

The location of the proposed Projects is a developed urban area. The Projects would divert stormwater that currently flows through the existing storm drain system. As addressed further in Section 3.10, *Hydrology and Water Quality*, the Projects would create storage for stormwater at the site, leading to beneficial use for recycling and off-site recharge. The change in flood conveyance will reduce the flow through the existing storm drain system during storm events, creating an overall improvement in flood control system operation. No potentially regulated aquatic resources were identified within the vicinity of the location of the proposed Projects. Therefore, the Projects would not have a substantial adverse effect on state or federally protected wetlands, and impacts would be less than significant. This topic will not be discussed further in the Draft EIR.

- d) **Would the project 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?**

Wildlife corridors and habitat linkages are features that promote habitat connectivity. Wildlife corridors are typically discrete linear features within a landscape that are constrained by development or other non-habitat areas. Habitat linkages are networks of corridors through and between larger natural open spaces that facilitate movement of wildlife, thus providing long-term resilience of ecosystems against the detrimental effects of habitat fragmentation.

The boundaries of the proposed Projects are not within any mapped wildlife movement corridor or linkage or nursery site. Additionally, the area surrounding the location of the Projects mainly consists of urban development. Migratory birds may use the existing trees and vegetation in the area of the Projects for breeding, nesting, foraging, or transient rest sites; however, there are no riparian habitats or bodies of water that would attract large numbers of birds. Further, although the Projects are not anticipated to include the removal of any trees, all trees in the area of the Projects are protected by City ordinance or policy, either as trees protected through the Protected Tree Ordinance, the Recreation and Parks Tree Preservation Policy, or as street trees, which are protected and regulated by Urban Forestry. Urban Forestry requires that each approved street tree removal must be replaced with a 24-inch box-size tree in a 2:1 ratio, and at minimum be

watered for a three-year period. As outlined in BMP-BIO-2 and BMP-BIO-3, all existing trees would be protected during construction, and compliance with applicable permits would be required prior to any necessary trimming or removal of any street trees. Therefore, the Projects would not have a substantial adverse effect on wildlife movement, and impacts would be less than significant. This topic will not be discussed further in the Draft EIR.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City General Plan includes objectives, policies, and programs on the conservation, protection, and improvement of the City's natural resources. The General Plan's Open Space Element addresses goals, objectives, and policies for the provision, management, and conservation of the City's open space resources, including significant ecological areas, wildlife corridors, and natural animal ranges. The General Plan Conservation Element addresses endangered species, habitats, wildlife corridors, and wetlands occurring in the City and identifies policies intended to protect, restore, and enhance these biological resources. Additionally, the following policies and ordinances would be applicable to the Projects: Ordinance No. 177404 (Protected Tree Ordinance), Ordinance No. 186873 (Protected Tree and Shrub Ordinance), RAP Urban Forest Program's Tree Preservation Policy, City Department of Public Works, and StreetsLA UFD's Street Tree Policy. A more detailed analysis of this issue will be included in the Draft EIR and supported by a biological resources technical report prepared for the Wilmington Neighborhood Greening Project.

f) Would the project conflict 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 federal, state, or local designated conservation areas within the area of the Projects. The proposed Projects would not be within an identified wildlife corridor, there are no U.S Fish and Wildlife Service–designated critical habitats within a 10-mile radius, and there are no Habitat Conservation Plans or CDFW Natural Community Conservation Plans in the Projects' vicinity (City of Los Angeles 2004, 2006, 2015, 2020). Therefore, construction and operation of the Projects would not conflict with any approved state, regional, or local habitat conservation plans, and no impact would occur. This issue will not be discussed further in the Draft EIR.

3.5 Cultural Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Neither Project would involve demolition or a direct change to any existing buildings within the area of the Projects. However, based on the proximity to existing buildings, such as the gymnasium at the Wilmington Recreation Center, the proposed Projects could potentially impact historical resources. Based on a review of SurveyLA (Los Angeles City Planning 2025) and HistoricPlacesLA (Los Angeles City Planning 2024), the following potentially significant historical resources were identified within the area surrounding the Projects:

Wilmington Recreation Center

The Wilmington Recreation Center property was developed in the early 1940s, and is located in the geographic area covered by the SurveyLA *Historic Resources Survey Report, Wilmington-Harbor City Community Plan Area* and was not identified as a potential historical resource, either individually or as a contributor to a historic district, planning district, or a multi-property resource. The SurveyLA *Latino Los Angeles Historic Context Statement* and the City’s HistoricPlacesLA database identified a mural at the Wilmington Recreation Center property called “You Are My Other Me” located on the south wall of the gymnasium building near the southeast edge of the park.

500 West Anaheim Street

The SurveyLA *Historic Resources Survey Report, Wilmington-Harbor City Community Plan Area* identified the property at 500 West Anaheim Street as eligible for the California Register of Historical Resources (CRHR) and as a City Historic-Cultural Monument (HCM). Built in 1968, the property was described as “An excellent intact example of a drive-in market. The only example of the property type observed in the area. Less than 50 years of age and not of exceptional importance, therefore ineligible for the National Register at this time.”

245 North Fries Avenue

The SurveyLA *Supplemental Historic Resources Survey Report, Industrial Zone Properties in the Wilmington-Harbor City Community Plan Area* identified the property at 245 North Fries Avenue as eligible for the National Register of Historic Places (NRHP), CRHR and as a City HCM.

Constructed in 1917, the property is known as the Wilmington Transfer and Storage Company. It was described as: “Excellent example of an early warehouse associated with the Port of Los Angeles and storage associated with port-related facilities. Constructed by the Wilmington Transfer and Storage Company, which remained in the building until 1927-1928. Later used as storage facility by Bekins Van and Storage Company.”

627–639 North Fries Avenue

The SurveyLA *Historic Resources Survey Report, Wilmington-Harbor City Community Plan Area* identified the property at 639 North Fries Avenue as eligible for the CRHR and as a City HCM. Built in 1963, the property was described as “An excellent example of a union hall and training center associated with the International Longshoremen Workers Union. Labor unions played an important role in the historical development of Wilmington.”

428 West C Street

The SurveyLA *Supplemental Historic Resources Survey Report, Industrial Zone Properties in the Wilmington-Harbor City Community Plan Area* identified the property at 428 West C Street as eligible for the NRHP, CRHR and as a City HCM. Constructed in 1927, the property is known as the Wilmington Iron Works. It was described as: “Location of the Wilmington Iron Works since 1930, significant for its association with the shipping industry. The company was founded by Walter Charles Richards in 1920 as a ship repair business. It eventually expanded to offer services as a machine and fabrication shop as well.”

Saints Peter and Paul Catholic School, 706 North Bay View Avenue

Saint Peter and Saint Paul Catholic School was not identified as potentially eligible in the SurveyLA *Historic Resources Survey Report, Wilmington-Harbor City Community Plan Area*. However, a review of HistoricPlacesLA and the SurveyLA citywide historic context statement on *Filipino Americans in Los Angeles, 1903-1980* states that Saint Peter and Saint Paul Catholic School may be eligible.

A detailed cultural resources technical report will be prepared that will identify any significant historical resources in the area of the Projects and will assess any potential impacts to such resources. Therefore, this topic will be discussed further in the Draft EIR.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Both Projects would require ground disturbance during construction. Therefore, the Projects could potentially impact archaeological resources. A detailed cultural resources technical report will be prepared that will identify any significant archaeological resources in the area of the Projects and will assess any potential impacts to such resources. Therefore, this topic will be discussed further in the Draft EIR.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

A significant impact would occur if previously interred human remains would be disturbed during excavation during construction of the Projects. The proposed Projects would involve ground disturbance in most areas and would be constructed in areas of previous soil disturbance.

Accordingly, no impacts to subsurface human remains are anticipated. Although no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist in the location of the proposed Projects, there is always a possibility that human remains may be encountered unexpectedly during construction. Accordingly, this topic will be discussed further in the Draft EIR.

3.6 Energy

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed Projects would require the use of energy during construction in the form of electricity, diesel fuel, and gasoline for construction vehicles and equipment. The Projects would require limited construction activities and would be subject to state and local diesel idling restrictions and other equipment standards. The Projects are not anticipated to result in wasteful, inefficient, or unnecessary consumption of energy resources; however, detailed calculations of the energy use of the proposed Projects will be provided in an air quality and GHG assessment. Therefore, this topic will be discussed further in the Draft EIR.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Projects would not be expected to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. However, a detailed discussion of the Projects' compliance with the applicable actions and strategies in the City's Green New Deal will be provided in an air quality and GHG assessment. As such, this topic will be discussed further in the EIR.

3.7 Geology and Soils

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

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

a-ii) Strong seismic ground shaking?

a-iii) Seismic-related ground failure, including liquefaction?

a-iv) Landslides?

The Projects would be located within the seismically active Southern California area and would be expected to experience the effects of future earthquakes on active faults. Potential impacts related to seismic hazards include surface fault rupture, strong seismic ground motion, seismically induced settlement due to liquefaction, and landslides. According to the CDOC Earthquake Zones of Required Investigation, the Wilmington Recreation Center is located in an area with potential for liquefaction (CDOC 2021). Additionally, the features of the Wilmington-Anaheim Project proposed on West C Street and North Fries Avenue also would be located in an area with potential for liquefaction. Therefore, impacts would be potentially significant, and this topic will be discussed further in the Draft EIR.

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

Erosion involves the movement of rocks and soil from the Earth's surface by natural forces such as wind, rain, or running water. Several factors influence erosion, including the size of soil particles and vegetation cover. The Projects would be located in an urban area with predominantly paved and developed surfaces that are not prone to erosion. However, any soils left exposed during may be vulnerable to erosion. Standard BMPs including BMP-GEO-1 and BMP-GEO-2 would be implemented during construction to ensure that erosion or the loss of topsoil does not occur and that construction activities do not cause downstream impacts.

Once construction of the Wilmington Neighborhood Greening Project is complete, the site will be restored to preconstruction conditions, with the additional facility improvements. Thus, the Project would not result in significantly increased soil erosion compared to existing conditions. Similarly, the Wilmington-Anaheim Project would not introduce any features that would result in substantial soil erosion or loss of topsoil. This topic will be discussed further in the Draft EIR.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The proposed Projects would be located within the seismically active Southern California area and would be expected to experience the effects of future earthquakes on active faults. Potential impacts related to seismic hazards include surface fault rupture, strong seismic ground motion, seismically induced settlement due to liquefaction, and landslides. According to the CDOC Earthquake Zones of Required Investigation, the Wilmington Recreation Center is located in an area with potential for liquefaction (CDOC 2021). Additionally, the features of the Wilmington-Anaheim Project proposed on West C Street and North Fries Avenue also would be located in an area with potential for liquefaction. This topic will be discussed further in the Draft EIR.

d) Would the project 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?

Expansive soil is characterized by its tendency to undergo significant volume changes such as swelling and shrinking in response to variations in water content. According to the May 2023 Geotechnical Investigation Report prepared by Geosyntec for the Wilmington Neighborhood Greening Project (2023b), most of the soils encountered at the site are granular, and depth of the potentially expansive clay layers are deep, with limited thickness. Therefore, the potential for damage from expansive soils at the Wilmington Recreation Center are low. However, further

investigation will be required to determine the presence of expansive soils within the Wilmington-Anaheim Project area. As such, the impacts from expansive soils are potentially significant, and this issue will be explored further in the Draft EIR.

- e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

The Projects would not install septic tanks or alternative wastewater disposal systems. The captured stormwater would be discharged to an existing sewer line for treatment and reuse at the nearby TIWRP. Additionally, the Wilmington Recreation Center is served by existing sewage infrastructure. Therefore, the Projects would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impact would occur during construction or operation of the Projects. This issue will not be discussed further in the Draft EIR.

- f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Paleontological resources may be impacted by construction or implementation of the proposed Projects, regardless of depth of grading and/or excavation activities, since all ground-disturbing activities associated with the construction of the Projects have the potential to impact asphalt seeps containing aggregates of fossils. Any fossils encountered during ground-disturbing activities could be at risk for damage or destruction from such activities, depending on the nature of the fossil encountered. Therefore, impacts related to paleontological resources during construction potentially would be significant. A detailed paleontological resources technical report will be prepared that will identify any unique paleontological resources in the area of the Projects and will assess any potential impacts to such resources. A detailed analysis of this issue will be included in the Draft EIR.

3.8 Greenhouse Gas Emissions

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

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Global climate change refers to the changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. The Earth’s climate is changing because human activities, primarily the combustion of fossil fuels, are altering the chemical composition of the atmosphere through the buildup of GHGs. GHGs are released by the combustion of fossil fuels, land clearing, agriculture, and other activities, and lead to an increase in the greenhouse effect. GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). CO₂ is the most abundant GHG. Other GHGs are less abundant but have higher global warming potential than CO₂. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

Construction of the proposed Projects would result in GHG emissions, which are associated primarily with use of off-road construction equipment, on-road vendor trucks, and worker vehicles. Operation of the Projects could generate GHG emissions through landscape and hardscape maintenance. As the Projects are not expected to generate a significant amount of vehicle trips during operation or use a significant amount of energy, operational GHG emissions likely would be minimal. Regardless, an air quality and GHG assessment will be prepared to evaluate potential GHG impacts, and a detailed analysis of this issue will be included in the Draft EIR.

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

Relevant plans and policies to reduce GHG emissions include the emissions reduction policies, strategies, and measures discussed within the California Air Resources Board (CARB) Climate Change Scoping Plan, Southern California Association of Government (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the County of Los Angeles General Plan. The proposed Projects are expected to be consistent with identified plans for reducing GHG emissions, as they would likely not be a significant source of GHG emissions. However, a detailed air quality and GHG assessment will be prepared that will evaluate whether the Projects would conflict with any of the applicable plans and policies. A detailed analysis of this issue will be included in the Draft EIR.

3.9 Hazards and Hazardous Materials

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

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

A hazardous material is any substance or material that could negatively impact the safety of the public, handlers, or transportation carriers. Construction of the Wilmington Neighborhood Greening Project would necessitate the removal of contaminated soils and the use of potentially hazardous construction materials, including paints, sealants, and cement. The transport, use, and disposal of these materials will be conducted in compliance with applicable federal, state, and local laws governing the safe handling, transport, and disposal of hazardous materials, including the Federal Resource Conservation and Recovery Act (RCRA), which outlines requirements for hazardous solid waste management; the Department of Toxic Substances Control (DTSC) Environmental Health Standards for the Management of Hazardous Waste (California Code of Regulations, Title 22, Division 4.5), which set standards for hazardous waste generators and transporters; and the regulations of the Los Angeles Fire Department (LAFD) Hazardous Materials Unit, which specify requirements for the use and storage of hazardous materials.

A Phase II Environmental Site Assessment (ESA) was prepared in May 2023 for the Wilmington Neighborhood Greening Project that evaluated the existing conditions of the soil and groundwater at the Wilmington Recreation Center (Geosyntec 2023c). Results from soil samples taken at the Wilmington Recreation Center in November 2022 (Geosyntec 2024) indicated that the soils at 1 foot below ground surface exceeded state and local residential screening levels for cadmium, lead, and chromium. Soil would need to be removed to remediate the soil conditions at the Wilmington Recreation Center to meet residential screening levels. Additional soil sampling during construction would be required to assess the extent of the soil beneath the ballfields properly. It is assumed conservatively that all 15,800 cy of excavated soil would be hauled off-site. Currently, it is anticipated that the contaminated soil would be disposed of at the South Yuma County Landfill in Yuma, Arizona.

Furthermore, the groundwater table at the Wilmington Recreation Center is 10 to 12 feet below ground surface. Therefore, as the area beneath the existing ballfields would be excavated to a maximum depth of 25 feet, dewatering and shoring operations would be required during construction. Groundwater sampling results taken at the Wilmington Recreation Center in February 2023 indicated that the groundwater exceeded federal maximum contaminant levels for arsenic, barium, and lead, and it is expected that the Los Angeles Regional Water Quality Control Board would require pretreatment of dewatered groundwater prior to discharge into the municipal sewer/stormwater systems. Dewatering and shoring operations also may be required for installation of the stormwater diversion system proposed by the Wilmington-Anaheim Project. The pipeline and stormwater capture structure within the West C Street right-of-way could require excavation as deep as 20 feet; however, excavation for the green streets and green alleyways would not be more than 6 to 8 feet in depth.

The Wilmington Neighborhood Greening Phase II ESA concluded that a soil management plan will be necessary to characterize and manage impacted soil during construction activities and help ensure safe working and handling practices. A Phase I ESA will also be prepared for the Wilmington-Anaheim Project to further investigate any potentially hazardous conditions within the Project boundaries. Any hazardous materials used or handled during construction and operation and of the proposed Projects would be handled and contained properly. This topic will be examined further in the Draft EIR and supported by a hazardous waste assessment.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The proposed Projects may involve the release of pesticides and fertilizers in landscaped areas, as well as the use of paints and other materials for park facilities. However, the use of these materials would be relatively minor and would be subject to proper handling and containment procedures. Although the impacts from the release of hazardous materials into the environment are expected to be minimal, this topic will be discussed further in the Draft EIR.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Two schools are located adjacent to possible locations of the proposed green street improvements of the Wilmington-Anaheim Project; the Saint Peter and Paul K-8 School is located adjacent to the proposed improvements along North Bay View Avenue, and the George De La Torre, Jr., Elementary School is located adjacent to the proposed improvements along North Fries

Avenue and West E Street. This topic will be discussed further in the Draft EIR due to the proximity of the Saint Peter and Paul K-8 School and the George De La Torre, Jr. Elementary School to the Wilmington-Anaheim Project.

- d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Government Code Section 65962.5 requires the CalEPA to compile and update annually lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Government Code Section 65962.5 list is not one document but rather a series of data resources lists from responsible organizations including the DTSC, the California Department of Health Services, the California State Water Resources Control Board (SWRCB), and the California Integrated Waste Management Board (CalEPA 2023). Based on a review of the hazardous materials lists compiled pursuant to Government Code Section 65962.5, there are several hazardous waste sites within a 1-mile radius of the area that would be affected by the proposed Projects (DTSC 2024; SWRCB 2024). Therefore, impacts could be potentially significant, and this topic will be discussed further in the Draft EIR and supported by a hazardous waste assessment.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

The proposed Projects are not situated within an airport land use plan or within 2 miles of a public airport or public use airport. Therefore, there are no anticipated safety hazards for individuals residing or working in the area that would be affected by the Projects, and this topic will not be addressed further in the Draft EIR.

- f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The County of Los Angeles has designated disaster routes for the transportation of emergency personnel, equipment, and supplies to affected areas. The proposed Projects would be located near Interstate 405, Interstate 110, and Interstate 710, which are designated as primary disaster routes (Los Angeles County Department of Public Works 2008). However, construction and operation of the Projects would not obstruct access to these primary disaster routes. Alternative routes will be used to bypass any road closures caused by construction activities that occur in the public right-of-way. The impacts to emergency response plans or emergency evacuation plans are expected to be minimal; however, impacts related to road closures during construction will be evaluated further in the Draft EIR.

- g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ) Viewer, the area that would be affected by the proposed Projects and the surrounding vicinity are not located within a state responsibility area (CAL FIRE 2024). According to the City 2018 Local Hazard Mitigation Plan, the area that would be affected by the Projects and the surrounding vicinity is at low risk for wildfire occurrence (City of Los Angeles 2018).

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The proposed Projects would be within a highly urbanized area of the City; therefore, construction and operation of the Projects would not introduce or exacerbate wildfire risks. Additionally, the area that would be affected by the Projects and the surrounding vicinity are not located within a state responsibility area or a very high FHSZ. Therefore, the Projects would not expose people or structures to a significant risk of loss, injury, or death due to wildland fires, and this topic will not be addressed further in the Draft EIR.

3.10 Hydrology and Water Quality

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction of the Projects would result in short-term soil-disturbing activities that could lead to temporary increased erosion and sedimentation. A SWPPP and a postconstruction monitoring plan would be prepared for the proposed Projects to comply with National Pollutant Discharge Elimination System (NPDES) requirements. In addition to BMP-HYD-1 through BMP-HYD-5, the plans would identify BMPs for construction activities to be implemented by the contractors to reduce the discharge of pollutants to the nearby storm drain system and waterways. As such, impacts would be potentially significant. This topic will be discussed further in the Draft EIR and supported by a hydrology and water quality technical memorandum.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The proposed Projects would not include the use of on-site groundwater. Additionally, the Projects would capture and convey stormwater for off-site recharge activities and potentially enhance groundwater recharge in the area.

The groundwater table at the Wilmington Recreation Center is 10 to 12 feet below ground surface. Therefore, as the area beneath the existing ballfields would be excavated to a maximum depth of 25 feet, dewatering and shoring operations would be required during construction. Groundwater sampling results taken at the Wilmington Recreation Center in February 2023 indicated that the groundwater exceeded federal maximum contaminant levels for arsenic, barium, and lead, and it is expected that the Los Angeles Regional Water Quality Control Board would require pretreatment of dewatered groundwater prior to discharge into the municipal sewer/stormwater systems. Dewatering and shoring operations also may be required for installation of the stormwater diversion system proposed by the Wilmington-Anaheim Project. The pipeline and stormwater capture structure within the West C Street right-of-way could require excavation as deep as 20 feet. However, any excavation needed for the installation of the green streets and green alleyways would not be more than 6 to 8 feet in depth. Impacts would be potentially significant, and this topic will be discussed further in the Draft EIR and supported by a hydrology and water quality technical memorandum.

c) Would the project 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 which would:

c-i) Result in substantial erosion or siltation on- or off-site?

c-ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

c-iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

c-iv) Impede or redirect flood flows?

Construction of the proposed Projects would result in short-term soil-disturbance activities that could lead to increased erosion and runoff. Furthermore, according to the City flood zone maps, the Project is located in the 500-year flood zone (City of Los Angeles 2024b). However, the Projects would comply with the regulations of the SWPPP and postconstruction monitoring plan prepared for the Projects under the requirements of NPDES. Additionally, the Projects would result in impermeable surfaces similar to existing conditions and would create storage for stormwater at the site, leading to beneficial use for recycling and off-site recharge. The change in flood conveyance will reduce the flow through the existing storm drain system during storm events, creating an overall improvement in flood control system operation. Although the Projects would likely have a less than significant impact to on- or off-site erosion, flooding, runoff, and redirection of flood flow, this topic will be discussed further in the Draft EIR and supported by a hydrology and water quality technical memorandum.

d) In flood hazard, tsunami, or seiche zones, would the Projects risk release of pollutants due to project inundation?

The proposed Projects would be located approximately 0.4 mile from the San Pedro Harbor West Basin at their southernmost point; the San Pedro Harbor West Basin is linked directly to the Pacific Ocean via the Los Angeles Harbor Main Channel. Additionally, the Wilmington Recreation Center is directly adjacent to an area included in the tsunami hazard zone, and the proposed improvements along West C Street also would be adjacent to the hazard zone (CDOC 2023). As such, there is some risk of on-site hazard from tsunamis reaching the area that would be affected by the Projects. This topic will be discussed further in the Draft EIR and supported by a hydrology and water quality technical memorandum.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed Projects would be required to comply with the requirements of the NPDES and prepare a SWPPP to reduce the release of pollutants to the maximum extent possible and protect water quality. The Projects also would be required to satisfy water quality requirements of the Clean Water Act, the Regional Water Quality Control Board Basin Plan, and the Dominguez Channel Enhanced Watershed Management Program. This topic will be discussed further in the Draft EIR and supported by a hydrology and water quality technical memorandum.

3.11 Land Use and Planning

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the Projects:</i>				
(a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project physically divide an established community?

The proposed Projects would be located in the Wilmington neighborhood in the South Bay and Harbor Region of the city, which is within the Wilmington-Harbor City Community Plan. Wilmington is bordered by the city of Carson to the north, the city of Long Beach to the east, Terminal Island and the Pacific Ocean to the south, and the community of Harbor City to the west. The Projects would not include features such as highways, aboveground infrastructure, or an easement that would cause a permanent disruption to an established community or create a physical barrier within it.

Sidewalks, bicycle lanes and parking along roadways adjacent to construction activities may be temporarily restricted in certain locations. One lane of street traffic in each direction would be maintained around work areas where feasible; however, full road closures in the vicinity of the active work areas may be required. Pursuant to BMP-TRA-5, if access to any existing parcels is temporarily removed during proposed construction activities, temporary, alternative access routes would be provided. Additionally, all residential driveways are to remain open during the entirety of construction. Therefore, the proposed Projects would not divide an established community physically, and there would be no impacts. This topic will not be discussed further in the Draft EIR.

b) Would the project 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?

The proposed Projects would install stormwater drainage infrastructure and green street elements to help manage flood risk, increase local water supply, improve downstream receiving water quality by reducing pollutant loads, and provide green infrastructure through tree planting and landscaping improvements. The proposed Projects would not result in modifications to the existing land use and zoning designations.

The Wilmington Neighborhood Greening Project would be located at the Wilmington Recreation Center which, according to City's Zone Information and Map Access System, has a zoning designation and a land use designation of Open Space. The Wilmington-Anaheim Project would occur entirely within the existing public right-of-way, which do not have General Plan land use or zoning designations. The installation of the stormwater diversion and capture system would occur underground, and upgrades to the existing amenities would not result in any new incompatible uses. The Projects would be located with the Wilmington-Harbor City Community Plan, a subset of the City's General Plan Land Use Element which identifies goals and policies applicable to the Wilmington and Harbor City neighborhoods.

The consistency of the proposed Projects with applicable General Plan goals, objectives, and policies are described in Table 2, below.

Table 2. General Plan Consistency of the Proposed Projects

General Plan Goal or Policy	Consistency of Proposed Projects
Conservation Element Policy 1: Continue to reduce pollutant discharge into the bays from both natural and human sources.	Consistent. The proposed Projects would aim to improve local water quality by capturing and filtering stormwater, reducing the amount of trash and pollutants entering San Pedro Bay.
Safety Element Goal 1: A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to hazards is minimized.	Consistent. The proposed Project would help manage flood risk in the Project site vicinity, which would contribute to reducing property damage and disruption of soil and economic life due to hazards.
Framework Element Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic, and engineering considerations.	Consistent. The proposed Projects would aim to address flooding issues in the surrounding area by diverting and capturing stormwater during major weather events. The proposed green streets and green alleyways would increase permeable surfaces in the area, further reducing flood risks.
Mobility Element Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City’s public right-of-way.	Consistent. The proposed Projects would aim to improve the City’s water quality by installing bioswales which would infiltrating stormwater along Anaheim Boulevard, Fries Avenue, and intersecting streets. The proposed stormwater detention basin at the Wilmington Recreation Center would capture stormwater for eventual reuse which could include groundwater infiltration.
Wilmington-Harbor City Community Plan Policy 2-1.2: Revitalize and strengthen the Wilmington Central Business District as the historic commercial center of the community, to provide shopping, civic, social and recreational activities.	Consistent. The proposed Wilmington-Anaheim Project would include green streets and green alleyways would reduce surface water ponding along Anaheim Street and Fries Street which are major commuter routes through the Central Wilmington Business District.
Wilmington-Harbor City Community Plan Policy 4-1.1: Preserve and improve the existing recreational facilities and park space.	Consistent. The proposed Wilmington Neighborhood Greening Project would include upgrades to the existing recreational facilities the Wilmington Recreation Center.
Wilmington-Harbor City Community Plan Policy 4-4.4: All park and recreation facilities should be designed, landscaped, and maintained to promote a high quality recreational experience.	Consistent. The proposed Wilmington Neighborhood Greening Project would include planting 12 new trees throughout the Wilmington Recreation Center. Additionally, new landscape planters would be installed along North Bay View Avenue and West C Street, which would feature drought-tolerant, native plant species. The new trees and plant species would be selected based on their specific locations with input from RAP.
Wilmington-Harbor City Community Plan Policy 4-5.1: Ensure that parks are adequately illuminated for safe use at night as appropriate.	Consistent. The proposed Wilmington Neighborhood Greening Project would include installing a new sports lighting system for the ballfields at the Wilmington Recreation Center.

As shown above, the proposed Projects would actively support the City’s goals, policies, and objectives related to providing an adequate standard for clean water and flood risk prevention, and would be consistent with the City’s General Plan. Therefore, the proposed Projects would not conflict with applicable zoning and other regulations, and impacts would be less than significant. This topic will not be discussed further in the Draft EIR.

3.12 Mineral Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the Projects:</i>				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project 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?

According to the California Geological Energy Management Division (CalGEM) Oil and Gas Well Finder web map, there are several oil and gas wells within the vicinity of the proposed Projects, and six wells are present within the limits of the Wilmington Neighborhood Greening Project (CalGEM 2024). However, according to the Phase II ESA, the wells present at the Wilmington Recreation Center, as well as the wells throughout the surrounding area, all are designated as “plugged” by CalGEM. The “plugged” designation means that the wells are properly abandoned and no longer in use. Therefore, the Projects would not result in the loss of a known oil or gas, as there are no active wells within or near the limits of the Projects.

Furthermore, the proposed Projects would not be located in an area designated as a Mineral Resource Zone (MRZ-2) by the Los Angeles Department of Regional Planning (City of Los Angeles 2001). Therefore, as the Projects would be located in an area that does not contain potentially significant mineral resources identified for conservation, the Projects 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. No impacts would occur, and this topic will not be discussed further in the Draft EIR.

b) Would the project 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?

According to the Conservation Element of the City General Plan, the primary mineral resources within the city are rock, gravel, and sand deposits. The only currently available deposit site in the city is the Tujunga alluvial fan, located approximately 36 miles northeast of the area affected by the Projects (City of Los Angeles 2001). As discussed above, the Projects are not located in an area designated as a Mineral Resource Zone (MRZ-2) by the City of Los Angeles General Plan, which means that the area does not contain potentially significant sand and gravel deposits identified for conservation. Therefore, the proposed Projects would not result in the loss of availability of a locally important mineral resource recovery site, and no impacts would occur. This topic will not be discussed further in the Draft EIR.

3.13 Noise

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the Projects result in:</i>				
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Projects in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) For a project 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, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The proposed Projects would be located in a developed area where existing noise from traffic and other urban activities is prevalent. The Projects would be located in an area with a mix of land uses, including commercial, industrial, and residential areas. Residences are located directly adjacent to the Wilmington Neighborhood Greening Project site. Two schools are located adjacent to possible locations of the proposed green street improvements of the Wilmington-Anaheim Project; the Saint Peter and Paul K-8 School is located adjacent to the proposed improvements along North Bay View Avenue, and the George De La Torre, Jr., Elementary School is located adjacent to the proposed improvements along North Fries Avenue and West E Street.

The Projects are not anticipated to be a source of noise during operation, as the potentially noise-generating components (inflow and outflow pumps) would be located underground. However, noise-generating construction tasks would be necessary to complete the proposed Projects. Even with the use of BMP-NOI-1 through NOI-7, the degree of construction noise impacts could vary across different areas surrounding the proposed Projects depending on the specific construction activities and proximity of sensitive receptors. As such, impacts would be potentially significant. Additional noise analysis will be provided by a noise and vibration impact assessment, and this topic will be addressed further in the Draft EIR.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities can produce varying degrees of ground vibration, depending on the equipment and methods used. The operation of construction equipment generates groundborne vibrations that decrease in strength with distance. Construction vibration levels can vary significantly based on the construction phases, the type and condition of the equipment used, and the layout of the construction site.

The primary sources of construction vibration are the heaviest pieces of equipment, such as impact pile drivers and pavement breakers. Because construction equipment is mobile, the intensity of vibrations experienced can vary greatly, depending on the proximity of the equipment to the receiver. The most significant vibration impacts are likely to occur during construction activities that involve pavement breakers and pile drivers, respectively. The Federal Railroad Administration provides groundborne vibration impact criteria for various types of building uses, recommending these criteria as a damage threshold for fragile structures near the right-of-way of transit projects. Additionally, Section 41.32 of the City Municipal Code specifies that no person should use any sound-amplifying system in a manner that causes vibrations to be perceptible by the human ear from more than 50 feet away from the property line where the amplification is occurring.

The proposed Projects would be required to comply with applicable codes to avoid and minimize groundborne vibration exceeding City standards. Although impacts related to groundborne vibration are expected to be less than significant, this topic will be addressed further in the Draft EIR and supported by a noise and vibration impact assessment.

- c) For a project 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, would the project expose people residing or working in the project area to excessive noise levels?**

The nearest airport to the proposed Projects would be the Long Beach Airport, situated over 7 miles to the northeast. According to the most recent noise contour map for the County, the area that would be affected by the Projects lies well outside the airport's noise contour (Los Angeles County Department of Regional Planning 2018). Therefore, the proposed Projects would not expose people residing or working in the area that would be affected by the Projects to excessive noise levels. Consequently, no impact is expected, and this issue will not be analyzed further in the Draft EIR.

3.14 Population and Housing

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

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed Projects do not include housing and thus would not introduce a new residential use directly contributing to population growth in the vicinity of the area that would be affected by the Projects. Although construction would create construction-related jobs, construction workers typically remain at a job site temporarily. Construction workers would not be anticipated to relocate near the Projects permanently; therefore, no new permanent residents are expected to be generated during construction of the Projects. In addition, the Projects would be in a generally developed area with an established network of roads and other urban infrastructure and would not require the extension of such infrastructure in a manner that would induce substantial population growth indirectly. Thus, the Projects would not induce population growth, and no impact would occur. This topic will not be discussed further in the Draft EIR.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No residential structures are located within the boundaries of the proposed Projects, and no people live within the areas of the Projects under existing conditions. The Projects do not include any residential components, and no changes to existing conditions related to housing would occur. Therefore, implementation of the Projects would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impacts would occur, and this topic will not be discussed further in the Draft EIR.

3.15 Public Services

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

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a-i) Fire protection?

The LAFD is responsible for providing fire protection services to the area that would be affected by the proposed Projects. The nearest LAFD fire station is Fire Station 36, located at 127 West 223rd Street, Carson, California 90745, approximately 3.5 miles to the north. The Projects do not involve the development of residential uses, which typically generate a greater demand for public services compared to nonresidential uses. The Projects do not propose any new habitable structures. All City Fire Code and Building Code requirements would be followed, as applicable, regarding building materials, site access, fire flow, and storage and management of hazardous materials during construction. Compliance with applicable City Fire Code and Building Code requirements, along with compliance with recommendations from the LAFD, would ensure that adequate fire prevention features would be provided that would reduce any potential increased demand for fire protection and emergency medical services.

Regarding emergency access and response times during operation, the Projects would not alter the existing circulation permanently in the surrounding area and would not include the permanent closure of any adjacent roads or install barriers along adjacent roads that could impede emergency access. Furthermore, although the construction of the Projects could temporarily generate additional traffic in the nearby vicinity, pursuant to Section 21806 of the California Vehicle Code, the drivers of emergency vehicles have a variety of options for avoiding traffic, such as using their sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic. The construction-related traffic is not anticipated to impair the LAFD from responding to emergencies in and around the area

that would be affected by the Projects. Thus, no impacts to fire protection services would occur. This topic will not be discussed further in the Draft EIR.

a-ii) Police protection?

The Los Angeles Police Department (LAPD) is responsible for providing police protection services to the area that would be affected by the Projects. The nearest LAPD police station is the Harbor Community Police Station, located at 2175 John S Gibson Boulevard, San Pedro, California 90731, approximately 1.5 miles to the southwest. The Projects do not involve the development of residential uses, which typically generate a greater demand for public services compared to nonresidential uses. The Park Ranger Division oversees the safety and preservation of parks within the RAP system. Park rangers are sworn law enforcement officers and certified firefighters with credentials to fight fires and administer basic first aid (City of Los Angeles 2019). In addition to the park ranger system, an existing memorandum of understanding (MOU) between LAPD and RAP requires LAPD to patrol all parks in the RAP system.

Construction sites can be sources of nuisances and hazards and invite theft and vandalism. However, the potential for theft of construction equipment and building materials would be minimized using security fencing, lighting, locked entry, and security patrol of the construction areas. The temporary daytime population of construction workers in the area that would be affected by the Projects could contribute to an increase in the demand for police protection services as provided by the Harbor Community Police Station. However, the daytime population and associated demand for police protection services would be temporary, and an increase in population is not expected during operation of the Projects. In addition, the Projects do not include any residential uses, which typically have a higher direct demand on police protection services. Therefore, the Projects would not directly affect the existing officer-to-resident ratio or the crimes-per-resident ratio citywide or within the Harbor Community Police Station service area.

The proposed Projects are not anticipated to significantly increase traffic or visitors in the surrounding area. While the Wilmington Neighborhood Greening Project would include upgrades to the existing recreational facilities at the Wilmington Recreation Center, these upgrades are anticipated to only result in a marginal increase in visitors to the park. Therefore, there would not be a significant increased demand for additional police protection. As discussed above, police protection services in the park would be covered by the existing park ranger system and LAPD, as mandated in the existing MOU.

Regarding emergency access and response times during operation, the Projects would maintain the existing circulation in the area and would not include the permanent closure of any adjacent roads or install barriers along adjacent roads that could impede emergency access. Furthermore, although construction could temporarily generate additional traffic in the vicinity of the Projects, pursuant to Section 21806 of the California Vehicle Code, the drivers of emergency vehicles have a variety of options for avoiding traffic, such as using their sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic. The construction-related traffic is not anticipated to impair the LAPD from responding to emergencies in or around the area that would be affected by the Projects.

The proposed Projects are not expected to result in the need for the expansion of or construction of new police protection facilities. Thus, no impacts to police protection services would occur. This topic will not be discussed further in the Draft EIR.

a-iii) Schools?

Implementation of the Projects would not create a direct demand for public school service. Both Projects do not propose any residential uses and would not generate any school-aged children requiring public education. Thus, the proposed Projects would not result in the need for new or altered school facilities, and no impacts to schools would occur. This topic will not be discussed further in the Draft EIR.

a-iv) Parks?

The Wilmington-Anaheim Project would be constructed entirely within the public right-of-way and would not impact any existing parks or recreational areas. The Wilmington Neighborhood Greening Project would be located at the Wilmington Recreation Center. Implementation of the proposed Projects would upgrade several of the park's amenities and would otherwise not alter the park. RAP programming at other park facilities in the vicinity will increase as the ballfields are offline during the construction phase of the proposed Wilmington Neighborhood Greening Project. Please refer to Section 3.16, *Recreation*, for a more detailed discussion of the impacts of the Projects to the Wilmington Recreation Center.

The proposed Projects would not include residential uses, and implementation of the Projects would not generate a new residential population that would use nearby parks and recreational facilities. As such, the proposed Projects would not impact or contribute to the City's parkland ratios and no impacts to parkland ratios would occur. This topic will not be discussed further in the Draft EIR.

a-v) Other public facilities?

The closest public library serving the local area is the Wilmington Branch Library located at 309 West Opp Street, approximately 1 mile north of the area that would be affected by the Projects. The Projects would not require new permanent employees that could result in an incremental increase in demand for other public facilities. As such, implementation of the Projects is not anticipated to require or result in the construction of new or physically altered public facilities such as libraries. Furthermore, the Projects do not propose the development of residential uses; therefore, implementation of the proposed Projects would not result in a direct increase in the number of residents within the service area of the Wilmington Branch Library. Thus, no impacts to libraries would occur, and this topic will not be discussed further in the Draft EIR.

3.16 Recreation

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

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

The proposed Wilmington Neighborhood Greening Project would be located at the Wilmington Recreation Center and would upgrade several of the park’s amenities, which would not result in deterioration of the park. The Wilmington-Anaheim Project would be constructed entirely within the public right-of-way and would not impact any existing parks or recreational areas.

The proposed Projects would not include residential uses, and implementation of the Projects would not generate a new residential population that would regularly use nearby parks and recreational facilities. Although construction would create temporary construction-related jobs, construction workers typically remain at a job site temporarily. Construction workers would not be anticipated to permanently relocate near the area affected by the Projects, and no new permanent residents are expected to be generated during construction. The proposed Projects would not generate population growth directly or indirectly and therefore would not 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 impacts would occur, and this topic will not be discussed further in the Draft EIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Wilmington Neighborhood Greening Project would be located at the Wilmington Recreation Center and would upgrade several of the park’s amenities. The Wilmington-Anaheim Project would be constructed entirely within the public right-of-way and would not result in any new parks or recreational areas.

The Wilmington Recreation Center is operated and managed by the RAP and is open to the public on Monday from 10:00 a.m. to 6:00 p.m.; Tuesday and Thursday from 10:00 p.m. to 8:00 p.m.; Wednesday and Friday from 10:00 a.m. to 9:00 p.m.; and Saturday and Sunday from 10:00 a.m. to 5:00 p.m. The Wilmington Recreation Center is used by the local community for after-school and preschool programs, various sports activities, and adult wellness programs. The park currently is developed with several recreational facilities and other recreational areas, including two ballfields, an outdoor basketball court, three indoor basketball courts, a children’s play area, a skate plaza, open lawn areas, picnic benches, horseshoe pits, a teen center, and a community

room. These facilities currently support the following programs and activities: volleyball, basketball, martial arts, track and field, softball, baseball, flag football, skating, and skateboarding, soccer, gymnastics, and several cultural programs. There are also several trees within the Wilmington Recreation Center footprint, as well as street trees along West C Street and North Bay View Avenue.

During construction for approximately 25 months, the 3.3-acre Project area within the Wilmington Recreation Center would be closed to the public (see Figure 2). As a result, recreational use of the multipurpose field would be disrupted and the existing programming at the field would be displaced during construction of the Wilmington Neighborhood Greening Project. The remaining 5.4 acres of the Wilmington Recreational Center outside of the Wilmington Neighborhood Greening Project area would remain open and accessible, which includes the indoor gymnasium; skate park; horseshoe pits; outdoor basketball court; outdoor play equipment and outdoor fitness equipment. The multipurpose field is currently used for youth and adult programs throughout the year, including baseball and softball; flag football; and soccer. RAP has identified the following alternative field locations to accommodate the programming that currently occurs at the Wilmington Recreation Center ballfields:

- Peck Park, at 560 North Western Avenue, San Pedro, California 90732;
- Leland Park, at 863 South Herbert Avenue, San Pedro, California 90731; and
- Banning Recreation Center, at 1331 Eubank Avenue, Wilmington, California 90744.

As previously discussed, the Wilmington Neighborhood Greening Project would upgrade several of the existing recreational amenities at the Wilmington Recreation Center. Upon completion of the proposed stormwater detention basin, the existing ballfields would be upgraded to include new ADA-compliant bleachers and dugout benches and a new sports lighting system. New batting cages, new horseshoe pits, and two new concrete picnic benches would be installed in the southeast corner of the park.

The potential physical effects on the environment resulting from the Wilmington Neighborhood Greening Project are analyzed throughout this document and will be analyzed further in the Draft EIR. As such, impacts would be potentially significant, and this topic will be detailed further in the Draft EIR.

3.17 Transportation

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Construction of the proposed Projects would require temporary partial street closures during each construction phase. Partial street closures would continue to maintain two-way vehicular traffic along the roadways. Currently it is anticipated that during construction of the Wilmington Neighborhood Greening Project, a small portion of West C Street adjacent to the park would need to be partially closed for the installation of the sewer connection stub out, shown on the left of Figure 4. Additional street closures would be required for the construction of the Wilmington-Anaheim Project. The below list is a preliminary description of the anticipated street closures, however, the locations of these street closures could change as the design and construction plans for the Projects are further refined. The EIR will include a more refined listing of the anticipated street closures.

- West C Street between North Neptune Avenue and North Fries Avenue would be partially closed for installation of the diversion structure, inflow pump station, and pipeline.
- Several streets could be partially closed for the installation of the bioswales and tree wells:
 - North Fries Avenue between West C Street and West Anaheim Street;
 - West Anaheim Street between North Fries Avenue and Lagoon Avenue, and between Lagoon Avenue and North Neptune Avenue;
 - West D Street between North Neptune Avenue and North Marine Avenue;
 - West E Street between North Neptune Avenue and North Marine Avenue;
 - West F Street between North Neptune Avenue and North Marine Avenue;
 - West G Street between North Neptune Avenue and North Marine Avenue; and
 - North Bay View Avenue between West Anaheim Street and West G Street.

- The two alleyways south of West Anaheim Street between Wilmington Boulevard and Island Avenue would be fully closed temporarily for the installation of permeable pavement. Closures would be phased to allow partial access to garages and other adjacent residential uses. Implementation of BMP-TRA-5 would ensure that all residential driveways will remain accessible during construction.

The City Transportation Assessment Guidelines provide guidance for reviewing conflicts with transportation-related plans, programs, ordinances, or policies (City of Los Angeles Department of Transportation [LADOT] 2020). Relevant programs and plans include the Mobility Plan 2035, Citywide Design Guidelines, City of Los Angeles Measure HLA (the Healthy Streets Initiative), Los Angeles Municipal Code, and Vision Zero Los Angeles. The Projects are not expected to require or include improvements to the public right-of-way. Although the Projects would require trenching pipelines, installing underground storage tanks and pumps, and providing improvements along pedestrian walkways, the Projects would not widen any roadways or reconfigure curb lines. As the Projects would result in only temporary traffic impacts during construction, it is not anticipated that the Projects would conflict with any applicable local program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts are expected to be less than significant; however, this topic will be discussed further in the EIR and supported by a traffic impact study.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

On July 30, 2019, the City Council adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts, as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes Vehicle Miles Traveled (VMT) as the City's formal method of evaluating transportation impacts. In conjunction with this update, LADOT adopted its Transportation Assessment Guidelines (TAG) in July 2019 and updated in August 2022, which defines the methodology for analyzing a Project's transportation impacts in accordance with SB 743.

According to the LADOT TAG, public services such as public utilities do not generally generate substantial VMT, as these land uses often are built in response to other developments, such as commercial and residential land uses (LADOT 2020). As the Projects are considered a public utility, they would not generate substantial VMT during operations. However, the new batting cages proposed by the Wilmington Neighborhood Greening Project would likely result in increased daily trips to the Wilmington Recreation Center. Additionally, the proposed Projects would generate vehicle trips during construction from worker vehicles and hauling trucks. As such, a traffic impact study will be prepared to analyze the traffic impacts of the Projects. Although impacts are anticipated to be less than significant, this topic will be discussed further in the Draft EIR with analysis supported by a traffic impact study.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Wilmington Neighborhood Greening Project would provide improved streetscape infrastructure surrounding the Wilmington Recreation Center. An ADA-compliant curb ramp would be installed on the northeast side of the intersection of West D Street and North Bay View Avenue. The concrete walkways along the northern edge of the ballfields, and the landing in front of the gymnasium would be removed during construction and would be replaced with new concrete. The existing concrete sidewalks along the edge on the park on North Bay View Avenue and West

C Street also would be repaired in deteriorated locations. Additionally, a new 20-foot-wide driveway would be installed on the north side of West C Street for maintenance access. West C Street has relatively flat grades, and there are no visible obstructions to sight distance for the proposed location. To minimize potential conflicts, access to the new driveway would be regulated by bollards for security purposes. The Project would comply with City standards and would incorporate design features that optimize safety (e.g., field lighting, security lighting, etc.).

The Wilmington-Anaheim Project does not propose any changes to the existing streetscape infrastructure that would increase hazards. The green street bioswales and landscaped planters would be placed in locations such that their installation would have minimal, if any, impacts related to circulation, parking, or access to existing businesses and residential land uses.

During construction of both Projects, potential safety hazards could arise from construction vehicles and equipment traveling or being staged along the roadway, potentially leading to collisions with oncoming traffic. To minimize these hazards, temporary measures and a construction staging plan would be implemented to address the risks associated with incompatible uses, such as construction equipment.

Although the proposed Projects would require trenching pipelines, installing underground storage tanks and pumps, and providing improvements along pedestrian walkways, the Projects would not widen any roadways or reconfigure curb lines. Impacts related to design features or incompatible uses are expected to be less than significant. However, this topic will be addressed further in the Draft EIR and the analysis will be supported by a traffic impact study.

d) Would the project result in inadequate emergency access?

Construction activities for the Projects would lead to temporary road lane closures and related traffic impacts. These closures are listed above in response to question 3.17 a). During construction, the Projects would aim to keep one lane open in each direction around work areas whenever feasible; however, full road closures near active work zones may be necessary. Consequently, alternative routes and detours would be identified and marked according to LADOT standards and the Work Area Traffic Control Handbook. The Projects would also implement a construction traffic management plan with planned detour routes and would coordinate with and provide advance notice to local emergency providers. Although construction may temporarily hinder emergency access, these effects would be localized and temporary.

The green street bioswales and landscaped planters proposed by the Wilmington-Anaheim Project would be placed in locations such that their installation would not have any permanent impacts to emergency access. It is anticipated that the proposed Projects would not result in inadequate emergency access, and impacts would be less than significant. However, this topic will be discussed further in the Draft EIR and the analysis will be supported by a traffic impact study.

3.18 Tribal Cultural Resources

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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:**
- a-i) 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)?***
 - a-ii) 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.***

Construction of the proposed Projects would require ground-disturbing activities during which unknown, buried Tribal cultural resources could be encountered or disturbed. Consultation with the appropriate Tribes has already been initiated in accordance with Assembly Bill 52, and an analysis of Tribal cultural resources will be supported by a cultural resources technical report to determine the potential impact to Tribal cultural resources of the Projects. This topic will be discussed further in the Draft EIR.

3.19 Utilities and Service Systems

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The proposed Projects would install two stormwater diversion structures, one at the Wilmington Recreation Center and within West C Street near the intersection of North Fries Avenue. The Projects also would install a stormwater retention basin at the Wilmington Recreation Center. The stormwater diversion and capture systems would not use potable water supply and instead would rely solely on existing stormwater flows in the area. Furthermore, the proposed Projects would result additional permeable surfaces compared to existing conditions and would reduce flooding in the area surrounding the Projects. The Projects would create storage for stormwater at the site, leading to beneficial use for recycling and off-site recharge. The change in flood conveyance would reduce the flow through the existing storm drain system during storm events, creating an overall improvement in flood control system operation. Nominal amounts of electricity would be required for the proposed Projects during operation, for operation of the inflow pumps included in the stormwater diversion systems, as well as operation of the upgraded ballfield lighting system at the Wilmington Recreation Center. Existing electricity service is provided to the site by Los Angeles Department of Water and Power (LADWP), and the proposed Projects would not result in the relocation or construction of new or expanded electric power facilities. None of the Project components would rely on or alter existing natural gas or telecommunications facilities.

The stormwater captured by the Projects would eventually be pumped through the outflow pump station through an existing 12-inch sanitary sewer main in West C Street for treatment at the nearby TIWRP. As such, the Projects would result in an increase in demand for wastewater treatment. Although the flows contributed by the proposed Projects are not expected to result in an exceedance of the TIWRP's capacity, impacts would be potentially significant. This topic will be discussed further in the Draft EIR and will be supported by a hydrology and water quality memorandum.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Construction activities for the Projects would result in a temporary demand for water associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, testing of water connections and flushing, and other short-term related activities. The amount of water used during construction would vary depending on soil conditions, weather, and the specific activities being performed. As concluded in LADWP's 2020 UWMP, projected water demands for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year in each year from 2025 through 2045 (LADWP 2020). The temporary and intermittent demand for water during construction of the Projects would not be expected to exceed the available supplies projected by LADWP.

The Projects involve the installation of two underground stormwater diversion structures, which would require a potable water supply during operation. New landscaping at the Wilmington Recreation Center would be irrigated by the existing irrigation system, which would be upgraded to use recycled water generated by the Projects. The green street bioswales and tree wells would be hand watered by the construction contractor as necessary for the first 6 months following construction. This water would be supplied from off-site sources and would be expected to result in nominal demand on water supplies. Therefore, the Projects would have sufficient water supplies available to serve the Projects and reasonably foreseeable future development during normal, dry and multiple-dry years, and impacts would be less than significant. This topic will not be discussed further in the Draft EIR.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The Wilmington Neighborhood Greening Project would install a stormwater diversion structure at the Wilmington Recreation Center that would capture stormwater flows up to 5.4 cfs from an existing storm drain. The stormwater would flow through a pretreatment system where trash, debris, and other solids would be removed before being pumped into the 5.5-af detention basin. The Wilmington-Anaheim Project would install a stormwater diversion structure within West C Street at the intersection of North Fries Avenue that would capture stormwater flows up to 11.5 cfs from the existing storm drain. The stormwater would flow through a pretreatment system where trash, debris, and other solids would be removed before being pumped through the new West C Street pipeline into the 5.5-af detention basin at the Wilmington Recreation Center. The captured stormwater would remain within the basin for up to 72 hours before being pumped through the outflow pump station to an existing 12-inch sanitary sewer main in West C Street for eventual treatment at the nearby TIWRP. As such, the Projects would result in a net increase in wastewater.

In addition, the Projects would be required to comply with numerous federal, state, and local regulations that would reduce the potential for the Projects to exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). These include the federal Water Pollution Control Act, which regulates discharges of pollutants into waters of the United States; the California Water Code, which controls all considerations of water and its use; and the Porter-Cologne Water Quality Control Act, which controls polluted discharges into state waters. Although the flows contributed by the proposed Projects are not expected to result in an exceedance of the TIWRP's capacity or effluent water quality standards set forth by the LARWQCB, impacts would be potentially significant. This topic will be discussed further in the Draft EIR and will be supported by a hydrology and water quality memorandum.

d) Would the project 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?

The proposed Projects would generate solid waste during typical construction activities. Both Projects require ground disturbance of paved surfaces, which would result in the removal of and replacement of existing concrete. However, no existing structures would be demolished, and waste generated during construction would be minimal. Additionally, as previously discussed in Section 3.9, *Hazards and Hazardous Materials*, based on the November 2022 sampling, some soil would need to be removed to remediate the soil conditions at the Wilmington Recreation Center to meet residential screening levels. However, additional soil sampling during construction would be required to assess the extent of the soil beneath the ballfields properly. As such, it is assumed conservatively that all 15,800 cy of excavated soil would be hauled off-site. Currently, it is anticipated that the contaminated soil would be disposed of at the South Yuma County Landfill in Yuma, Arizona.

The Projects also would generate solid waste during maintenance of the pretreatment systems included in the stormwater diversion structures. The pretreatment systems would remove trash, debris, and other solids from the captured stormwater. However, the volume of solid waste generated during operations would be minimal, as it is expected that maintenance of the pretreatment systems would occur only after major weather events. Solid waste generated during construction and operation would likely be disposed of at one of several nearby landfills, including the following:

- American Industrial Services, Medium Volume CDI Debris Processing Facility, located at 5626 Cherry Avenue, Long Beach, California 90805;
- Falcon Refuse Center, Large Volume Transfer/Processing Facility, located at 3031 East I Street, Los Angeles, California 90744; and
- Potential Industries, Large Volume Transfer/Processing Facility, located at 922 East E Street, Los Angeles, California 90744.

The Projects would be required to comply with mandatory waste reduction requirements identified in CALGreen Section 5.408, which requires the diversion of at least 65% of construction-related waste generated during construction. Furthermore, a minimum of 50% of all solid waste would be required to be recycled pursuant to Assembly Bill 939, consistent with the state's solid waste reduction goals. Based on required compliance with CALGreen waste diversion requirements, it is unlikely that the volume of solid waste generated during construction and operation would exceed state or local disposal standards or exceed the local infrastructure capacity to handle the waste disposal. Therefore, the proposed Projects would not have a substantial adverse effect on

riparian habitat, and impacts would be less than significant. This topic will not be discussed further in the Draft EIR.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As previously discussed, implementation of the Projects would generate solid waste during both construction and operation of the Projects, thus requiring the consideration of waste reduction and recycling measures. The proposed Projects would be consistent with the applicable regulations associated with solid waste, such as the City Solid Waste Integrated Resource Plan. The Solid Waste Integrated Resource Plan is a long-term master plan for managing solid waste and outlines a series of policies, programs, and facilities to be implemented to increase waste diversion (City of Los Angeles 2009). The Projects would be required to conform to the policies and programs of the Solid Waste Integrated Resource Plan. In addition, waste diversion and reduction during Projects construction and operations would be completed in accordance with CALGreen standards. As a result, the Projects would comply with federal, state, and local management and reduction statutes and regulations related to solid waste during both construction and operation, and impacts would be less than significant. This topic will not be discussed further in the Draft EIR.

3.20 Wildfire

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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 to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

According to the CAL FIRE FHSZ Viewer, the area that would be affected by the proposed Projects and the surrounding vicinity are not located within a state responsibility area (CAL FIRE 2024). According to the City 2018 Local Hazard Mitigation Plan, the area that would be affected by the Projects and the surrounding vicinity is at low risk for wildfire occurrence (City of Los Angeles 2018).

The Projects would be within a highly urbanized area of the City; therefore, construction and operation of the Projects would not introduce or exacerbate wildfire risks. During construction, temporary road closures and displacement of portions of the Wilmington Recreation Center parking lot are anticipated, but detours would be established throughout construction. Emergency responders would be notified, as appropriate, of the construction schedule to coordinate emergency response routing during construction work. Additionally, the area that would be affected by the Projects and the surrounding vicinity are not located within a state responsibility area or a very high FHSZ. Therefore, the proposed Projects would not impair emergency response plans or emergency evacuation plans, and no impacts would occur. This topic will not be discussed further in the Draft EIR.

b) Due to slope, prevailing winds, and other factors, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The area that would be affected by the Projects and the surrounding vicinity is not located within a state responsibility area or a very high FHSZ. The Projects are within a highly urbanized area of the City, and there are no wildlands adjacent to or in the vicinity of the Projects. Therefore, the proposed Projects would not exacerbate wildfire risks, and no impacts would occur. This topic will not be discussed further in the Draft EIR.

- c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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 to the environment?**

The proposed Projects include the installation of a permeable pavement access road on the southeastern and western edges of the ballfields at the Wilmington Recreation Center. Several utility lines exist in proximity to the Projects and the adjacent public rights-of-way, but none will be relocated or impacted by the Projects. The area affected by the Projects and surrounding vicinity is completely developed, and there are no wildlands in the vicinity of the Projects. Additionally, the area is not located within a state responsibility area or a designated very high FHSZ. Therefore, no impacts would occur, and this topic will not be discussed further in the Draft EIR.

- d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?**

The area affected by the proposed Projects and the surrounding vicinity is not within a state responsibility area or a very high FHSZ. According to the Phase II ESA, the Wilmington Recreation Center is relatively flat with elevations varying from about 15 to 18 feet above mean sea level. It has a gentle slope in the north-south direction and the east-west direction. The proposed stormwater diversion systems are anticipated to improve stormwater drainage by keeping runoff velocities low and alleviating flooding in the localized area. Therefore, no impacts would occur, and this topic will not be discussed further in the Draft EIR.

3.21 Mandatory Findings of Significance

Environmental Issues	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past project, the effects of other current project, and the effects of probable future project)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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?

The Wilmington Recreation Center may contain habitat that is potentially suitable for sensitive and/or special-status wildlife species. The park is developed with several buildings used for recreational purposes and open lawn areas used as ballfields. Implementation of the Wilmington Neighborhood Greening Project may have the potential to impact such species. A biological resources technical report will be prepared to evaluate potential impacts to sensitive and/or special-status species.

No feature of the proposed Projects would involve demolition or a direct change to any existing buildings. However, based on the proximity of both Projects to existing buildings, such as the gymnasium at the Wilmington Recreation Center, the Projects could potentially impact historical resources. A detailed cultural resources technical report will be prepared that will identify any significant historical resources in the area of the Projects and will assess any potential impacts to such resources. As such, impacts are potentially significant, and these topics will be discussed further in the Draft EIR.

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 project, the effects of other current project, and the effects of probable future project)?

The impacts associated with the proposed Projects are localized and limited to the immediate study area. However, impacts to the following resources could be potentially significant, and require further analysis in the EIR: air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, recreation, transportation, Tribal and cultural resources, and utilities and service systems. These impacts could potentially contribute to cumulatively considerable effects, and this topic will be explored further in the EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Generally, impacts to human beings are related to issues such as air quality, hazards and hazardous materials, noise, and wildfire. As detailed in Section 3.20, *Wildfire*, the proposed Projects would not cause significant adverse effects related to wildfire, either directly or indirectly. However, the proposed Projects could potentially result in significant impacts to human beings during construction and operation (see Section 3.3, *Air Quality*; Section 3.10; *Hazards and Hazardous Materials*; and Section 3.13, *Noise*). These topics will be evaluated further in the EIR.

4 PREPARATION AND CONSULTATION

4.1 Preparers

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5 DETERMINATION

5.1 Summary

The proposed Projects may have a significant effect on the environment, and further study is required.

5.2 Recommended Environmental Documentation

On the basis of this initial evaluation, the City finds that the proposed Projects may have a significant effect on the environment, and an **Environmental Impact Report** should be prepared.

Reviewed by: _____



Rachel McPherson
Environmental Supervisor I

Approved by: _____



Dr. Jan Green Rebstock
Environmental Affairs Officer

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