



County of Los Angeles
CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
 500 West Temple Street, Room 713, Los Angeles, California 90012
 (213) 974-1101
<http://ceo.lacounty.gov>

WILLIAM T FUJIOKA
 Chief Executive Officer

April 24, 2012

The Honorable Board of Supervisors
 County of Los Angeles
 383 Kenneth Hahn Hall of Administration
 500 West Temple Street
 Los Angeles, CA 90012

Dear Supervisors:

**DEPARTMENT OF PUBLIC WORKS:
 LENNOX LIBRARY AND COMMUNITY CENTER
 UNINCORPORATED AREA OF LENNOX
 APPROVE PROJECT
 ADOPT MITIGATED NEGATIVE DECLARATION
 AUTHORIZE LOCAL WORKER HIRING PROGRAM
 ADOPT, ADVERTISE, AND AWARD
 SPECS. 7035; CAPITAL PROJECT NO. 77605
 (SECOND DISTRICT) (3 VOTES)**

SUBJECT

The recommended actions will adopt the Mitigated Negative Declaration, authorize the implementation of a Local Worker Hiring Program, adopt plans and specifications, and authorize advertising for construction bids and award of the construction contract for the Lennox Library and Community Center Project.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the Mitigated Negative Declaration for the Lennox Library and Community Center Project together with any comments received during the public review process; find that the Mitigated Negative Declaration reflects the independent judgment and analysis of your Board; adopt the Mitigation Monitoring and Reporting Program, finding that it is adequately designed to ensure compliance with the mitigation measures during Project implementation;

ADOPTED

BOARD OF SUPERVISORS
 COUNTY OF LOS ANGELES

20 April 24, 2012

Sachi A. Hamai
 SACHI A. HAMAI
 EXECUTIVE OFFICER

Board of Supervisors
 GLORIA MOLINA
 First District

MARK RIDLEY-THOMAS
 Second District

ZEV YAROSLAVSKY
 Third District

DON KNABE
 Fourth District

MICHAEL D. ANTONOVICH
 Fifth District

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find on the basis of the whole record before your Board that there is no substantial evidence the Project will have a significant effect on the environment; and adopt the Mitigated Negative Declaration.

2. Approve and authorize the implementation of a Local Worker Hiring Program for the Lennox Library and Community Center Project, and find that the program furthers a legitimate governmental interest for the reasons stated in this letter and in the Project files.
3. Approve the Project, and adopt plans and specifications for Lennox Library and Community Center Project at an estimated construction cost of \$4,410,000, and instruct the Executive Officer of the Board to advertise the Project for bids to be received and opened on May 22, 2012, in accordance with the Instruction Sheet for Publishing Legal Advertisements.
4. Authorize the Director of Public Works, or her designee, to execute a Consultant Services Agreement with the apparent Lowest Responsive and Responsible Bidder to prepare a baseline construction schedule for a \$7,000 not-to-exceed fee funded by existing project funds and to establish the effective date following Board approval.
5. Delegate to the Director of Public Works, or her designee, the authority to determine, in accordance with the applicable contract and bid documents, whether the apparent Lowest Responsive and Responsible Bidder has timely prepared a satisfactory baseline construction schedule and satisfy all conditions for contract award, including the criteria adopted by your Board for contract award. Upon determination that all such conditions have been satisfied, authorize the Director of Public Works, or her designee, to award and execute the construction contract, in the form previously approved by County Counsel, to the apparent Lowest Responsive and Responsible Bidder so long as the bid amount does not exceed \$4,851,000, and to establish the effective date of the contract upon the receipt of acceptable performance and payment bonds and evidence of required contractor insurance.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will adopt the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP), authorize the implementation of a Local Worker Hiring Program (LWHP), adopt plans and specifications, cause the advertising for construction bids, and authorize the Director of of Public Works, or her designee, to award and execute a construction

contract for the Lennox Library and Community Center Project (Project). The adopt, advertise, and award process is being recommended in order to expedite the delivery of the Project.

Project Description and Background

The Project is a renovation and addition to the existing 16,100-square-foot, one-story portion of the Lennox Library and former Sheriff's Station located at 4359 and 4343 Lennox Boulevard in Lennox, California. The Project will demolish 2,900 square feet, construct a new 5,900 square-foot addition to the library, renovate 3,000 square feet of existing library space, and renovate 7,200 square feet of unused office space for a Constituent Service Center. Under a separate project, the Sheriff's Department will renovate the remaining 3,000 square feet for use as a locker room to support potential uses in the adjacent two-story Sheriff's building.

The proposed enlarged and renovated library will include a refurbished entrance with marketplace-style collections; an adult reading and circulating collections area; a teen area with a group study room, teen collections, seating, and audiovisual area; a children's library with children's collections and seating, children's technology, family place, and homework center area; self-checkout stations; nine public access computers; customer service areas; and a community meeting room. The community meeting room includes an associated warming kitchen and will support community functions and library programs such as children's storytelling, educational programs, and training. The community meeting room will accommodate meetings for up to 75 people and is designed with a separate entrance to allow operation when the library is open or closed. The book and materials collection in the existing library will be transferred to the replacement library when it opens.

The Project will reallocate site parking by dedicating 45 parking stalls to the Project and providing a barrier between the Project parking area and the adjacent Sheriff's Department parking area.

Community services will also be provided through the Constituent Service Center, which will include meeting rooms, a Second District field office, and space for collocated County services as needed by the community.

Initial Study/Mitigated Negative Declaration

The Initial Study was prepared in accordance with Section 15365 of California Environmental Quality Act (CEQA) Guidelines. The Initial Study identified potentially significant effects on the environment in the areas of biological resources, cultural

resources, geology, and noise levels due to demolition, construction and site improvements. A MMRP has been prepared in conjunction with the MND (Attachment C). Pursuant to CEQA, the MMRP identifies measures that will reduce the effects from being a "Potentially Significant Impact" to a "Less Than Significant Impact." The MMRP described in Appendix I of the MND will be incorporated into the construction documents to ensure compliance with Project environmental mitigation measures that have been developed to address issues concerning biological resources, cultural resources, geology, and noise levels.

Construction Contract

The plans and specifications for the Project have been completed by Charles Walton Associates, AIA (CWA), and are on file in the Architectural Engineering Division of the Department of Public Works (Public Works) as custodian of record for construction of the Project. It is recommended that your Board adopt the plans and specification and cause the Project to be advertised for construction bids.

The proposed consultant services agreement with the apparent Lowest Responsive and Responsible Bidder to prepare a baseline construction schedule that conforms to the County's Schedule Specification is critical to successfully manage construction activities by both the bidder and the County, and a responsible bidder must be able to produce such a construction schedule. Bid specifications provide that if the apparent Lowest Responsive and Responsible Bidder fails to complete an acceptable schedule, the bidder may be determined to be nonresponsible and that the Chief Executive Office (CEO) may recommend awarding the construction contract to the next lowest bidder, contingent on the next lowest bidder's completion of a baseline schedule that conforms to the County's specifications.

Upon receipt and review of all bids, the apparent Lowest Responsive and Responsible Bidder will be determined. If the bid can be awarded within the total Project budget, it is recommended that your Board delegate authority to the Director of Public Works, or her designee, to award the construction contract to the Lowest Responsive and Responsible Bidder. If the bid cannot be accommodated within the current construction estimate, but is within the current Project budget, we will return to your Board with a revised Project budget and related budget adjustment to be funded by Second Supervisorial District Capital Project funds (C.P. No. 77044).

Local Worker Hiring Program

On December 8, 2009, your Board approved a program to employ local workers on Job Order Contracts managed by Public Works. On October 19, 2010, your Board also approved a LWHP for the Inpatient Tower and Multi-Service Ambulatory Care Center Project at the Martin Luther King, Jr. Medical Center (MLK). The library site is located in zip code 90304, which is identified in the Factual Predicate Study for the MLK LWHP as having a rate of unemployment in excess of 150 percent of the County average. A review of the data from the MLK study confirmed that the same rationale applicable to the mandatory LWHP for the MLK Project would apply to this Project. Therefore, we recommend implementing a similar program that would require the bidder to assure that a minimum of 30 percent of the labor hours performed by California residents be worked by qualified local residents residing in either zip codes within a 5-mile radius of the Project site, or within zip codes within the County of Los Angeles where the unemployment rate is 150 percent of the County average. On September 6, 2011, 11 additional zip codes were approved by your Board for inclusion in any future projects utilizing a LWHP and they will be included in the LWHP for the Project. However, because of the relatively small nature of this Project, it is not proposed that a disadvantaged worker requirement be included as an additional component of the LWHP for this Project.

Green Building/Sustainable Design Program

The Project supports your Board's policy for Green Building/Sustainable Design Program by using locally manufactured materials, water-efficient plumbing fixtures, and energy-efficient lighting fixtures with light sensor controls. There will be savings due to a reduction in electricity and water consumption as a result of the sustainable elements included in the design.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provision of Operational Effectiveness (Goal 1); and Integrated Services Delivery (Goal 3), by maximizing the effectiveness of present structure and operation to support timely delivery of customer-oriented and efficient public service.

FISCAL IMPACT/FINANCING

Public Works' fair construction cost estimate for construction of the Project is \$4,851,000 (including a 10 percent bid contingency). Should the Lowest Responsive and Responsible Bidder exceed the current construction estimate, but be within the

current Project budget, we will return to your Board with a revised Project budget and related budget adjustment to be funded by Second Supervisorial District Capital Project funds (C.P. No. 77044).

The total project cost estimate, including programming, plans and specifications, plan check, construction, change orders, consultant services, miscellaneous expenditures, Civic Art allocation, and County services, is estimated at \$8,436,000. The Project Schedule and Budget Summary are detailed in Attachment A. Sufficient appropriation is available in the Fiscal Year 2011-12 Capital Projects/Refurbishments Budget – Lennox Library and Community Center Project (C.P. No. 77605) to fund the Project.

The Lennox Library and Community Center Project (C.P. No. 77605) is funded by \$4,637,000 of Utility Users Tax funding allocated to the Second Supervisorial District; \$3,338,000 in prior year net County cost; \$321,000 in prior year net County cost from Public Library Operating Budget; and \$140,000 in Extraordinary Maintenance funds for Americans with Disabilities Act compliance.

Operational Budget Impact

Based on the proposed scope, Public Library anticipates an increase of \$56,000 in annual ongoing operating costs. Public Library plans to offset the increased operating costs through energy savings from Green Building/Sustainable Design Program features and reallocation of Second District Unincorporated Utility Tax funds. Other operational budget impacts are being evaluated and will be presented when we return to your Board to recommend awarding a construction contract.

Second Supervisorial District anticipates no increase in annual ongoing operating costs as resources allocated to this office will be offset by equal decreases in other Second District offices. Operating Costs for other areas of the Constituent Services Center are to be determined and will be reported to your Board as functions are added.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Adjacent to the Lennox Library and Community Center site, the Sheriff's Lennox facilities currently have fueling capability for its vehicles through aboveground fuel pumps with an underground fuel tank. The current tanks were installed in 1999 to replace tanks that had failed. Remediation actions have been undertaken since that time and routine soil testing continues to indicate that additional remediation is required. These remediation activities are currently managed by the CEO and are budgeted separately within the Capital Projects Budget, under C.P. No. 87063.

Further testing was performed by the environmental consultant and the existing data for soil, soil gas, and groundwater indicates that there would be no issues expected with encountering contamination during construction, or following construction at the Project site. On November 29, 2011, we informed the Regional Water Quality Control Board (RWQCB) of the Project, our intent to move forward with the implementation of the Project, provided the findings, and requested comments. The RWQCB has not provided any comments.

The recommended Project contract will be solicited on an open, competitive basis and in accordance with applicable Federal, State, and County requirement; and will be in form previously reviewed and approved as to form by County Counsel.

The contract will contain terms and conditions supporting your Board's ordinances and policies, including, but not limited to: County Code Chapter 2.200, Child Support Compliance Program; County Code Chapter 2.202, Contractor Responsibility and Debarment; County Code Chapter 2.203, Contractor Employee Jury Service Program; County Code Chapter 2.206, Defaulted Property Tax Reduction Program; Board Policy 5.050, County's Greater Avenues for Independence (GAIN) and General Relief Opportunities for Work (GROW) Programs; Board Policy 5.060, Reporting of Improper Solicitations; Board Policy 5.110, Contract Language to Assist in Placement of Displaced County Workers; and Board Policy 5.135, Notice to Contract Employees of Newborn Abandonment Law (Safely Surrendered Baby Law).

Applicable law, including the State Public Contract Code, requires the County to award a construction contract to the apparent Lowest Responsive and Responsible Bidder, which refers to the firm that: (1) submits the lowest-priced bid; (2) is deemed by the County to be "responsive" to specific criteria under the solicitation, including, but not limited to, licensure, bonding, and insurance requirements; and (3) is determined by the County to be a "responsible" bidder by exhibiting the quality, fitness, capacity, experience, and trustworthiness to satisfactorily perform the work required under the bid solicitation.

To ensure that the contract is awarded to the apparent Lowest Responsive and Responsible Bidder with a satisfactory history of performance, bidders are required to report violations of the False Claims Act, criminal convictions, civil litigation, defaulted contracts with the County, complaints filed with the contractors State License Board, labor law/payroll violations, and debarment actions. As provided for in Board Policy 5.140, the information reported by the bidder will be considered before the Director of Public Works, or her designee, exercises the delegated authority to award a consultant contract to prepare a baseline construction schedule.

The proposed consultant services agreement with the apparent Lowest Responsive and Responsible Bidder to prepare a baseline construction schedule that conforms to the County's Schedule Specification is critical to successfully manage construction activities by both the contractor and the County, and a responsible bidder must be able to produce such a construction schedule. Bid specifications provide that if the apparent Lowest Responsive and Responsible Bidder fails to complete an acceptable schedule, the bidder may be determined to be nonresponsible and that the CEO may recommend awarding the construction contract to the next lowest bidder, contingent on the next lowest bidder's completion of a baseline schedule that conforms to the County's specifications.

The plans and specifications include the contractual provisions, methods, and material requirements necessary for this Project and are on file with Public Works.

As required by your Board, the Project cost includes 1 percent of design and construction costs to be allocated to the Civic Art Fund per your Board's Civic Art Policy adopted on December 7, 2004.

ENVIRONMENTAL DOCUMENTATION

An Initial Study was prepared for the Project in compliance with CEQA. The Initial Study identified potentially significant effects of the project in the following areas: Biological Resources, Cultural Resources, Geology, and Noise. Prior to the release of the proposed MND and Initial Study for public review, revisions to the Project were made or agreed to which would avoid the effects or mitigate the effects to a point below significance, as follows:

- *Biological Resources:* Protection of the potential nesting areas of migratory birds by requiring to the extent possible, that the removal of mature trees occurs outside of the nesting period; and if the removal needs to occur during the nesting season, by surveying trees for the presence of nesting birds by a qualified biologist prior to removal.
- *Cultural Resources:* Protection of archeological, paleological and native American artifacts from damage or disturbance by implementing established protocols for each category.
- *Geology:* Mitigation of potential seismic impacts on the completed project through reviews of building designs and adherence to recommendations and parameters established in the Final Geotechnical Report.

- *Noise*: Minimization of construction-related noise through regular inspection and maintenance of construction equipment to ensure noise mufflers, lagging, and/or motor enclosures are operating properly; and routing trucks and hauling as far away as possible from residences and noise sensitive uses; and limiting the number of simultaneous operating heavy construction equipment to no more than four.

The Initial Study and Project revisions showed that there is no substantial evidence, in light of the whole record, that the Project, as revised, has a significant effect on the environment. Based on the Initial Study and Project revisions, a MND was prepared for the Project.

An MMRP has been prepared in conjunction with the MND. Pursuant to CEQA, the MMRP identifies measures that will reduce the effects to a "less than significant impact".

Public notice was posted at the Project site, mailed to residents and/or property owners adjacent to the Project site, and published in the Daily Breeze Newspaper beginning on January 3, 2012, pursuant to Public Resources Code, Section 21092. The Initial Study and MND were made available for review and comment from January 3 to 24, 2012, at Public Works and the Lennox Public Library. During the public comment period, no comments were received from members of the public or public agencies.

The location of the documents and other materials constituting the record of the proceedings upon which your Board's decision is based in this matter is the County of Los Angeles Department of Public Works, Assistant Deputy Director, Project Management Division II (900 South Fremont Avenue, 5th Floor, Alhambra, California 91803).

The State Department of Fish and Game has determined that for purposes of the assessment of CEQA filing fees pursuant to Section 711.4(c) of the California Fish and Game Code, the Project has no potential effect on fish, wildlife, and habitat, and the Project as described does not require filing of a CEQA filing fee. Upon your Board's adoption of the MND, Public Works will file a Notice of Determination with the Registrar-Recorder/County Clerk in accordance with Section 21152(a) of the California Public Resources Code and pay the County Clerk's processing fee,

CONTRACTING PROCESS

A standard contract, in the form previously approved by County Counsel, will be used. The standard Board-directed clauses that provide for contract termination, renegotiation, and hiring qualified displaced County employees will be included in the contract.

As required by your Board, language has been incorporated into the Project specifications stating that the bidder shall notify its employees, and shall require each subcontractor to notify its employees that they may be eligible for the Federal Earned Income Credit under the Federal income tax law (Federal Income Tax Law, Internal Revenue Service Notice 1015).

Advertising for bids will be in accordance with the County's standard Instruction Sheet for Publishing Legal Advertisements (Attachment B).

As requested by your Board on February 3, 1998, this contract opportunity will be listed on the Doing Business with Us website.

The specifications require the bidder to assure that 30 percent of the California construction hours are worked by qualified local workers residing within a 5-mile radius of the Project site, or within zip codes that exceed 150 percent of the County average rate of unemployment, or within one of 11 additional zip codes that were approved by your Board for inclusion in projects utilizing a LWHP.

Participation by Community Business Enterprises (CBE) in the Project is encouraged through Public Works' Capital Projects' CBE Outreach Program and by monitoring the good faith efforts of bidders to utilize CBEs.

A copy of the plans and specifications are on file in the Architectural Engineering Division of Public Works.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be a reduced level of library services during construction and library start-up, as library services at 4359 Lennox Boulevard will stop temporarily. Public Library will staff and service community library needs through a temporary express library in a community room space at Lennox Park, located at 10828 Condon Avenue, Lennox, California 90304. The temporary express library will allow residents to check out books from a small collection, request books be transferred into the express library collection, and consult staff. Also available in the express library will be audiovisual materials for check out and a small reading area.

Approval of the recommended actions will have no impact on other County services or projects.

The Honorable Board of Supervisors
April 24, 2012
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CONCLUSION

Please return one adopted copy of this Board letter to the Chief Executive Office, Capital Projects Division; Arts Commission; Public Library; and Public Works, Project Management Division II.

Respectfully submitted,



WILLIAM T FUJIOKA
Chief Executive Officer

WTF:RLR:DJT
DKM:AC:cvb

Attachments

c: Executive Office, Board of Supervisors
County Counsel
Arts Commission
Public Library
Public Works

DEPARTMENT OF PUBLIC WORKS:
LENNOX LIBRARY AND COMMUNITY CENTER
UNINCORPORATED AREA OF LENNOX
APPROVE PROJECT
ADOPT MITIGATED NEGATIVE DECLARATION
AUTHORIZE LOCAL WORKER HIRING PROGRAM
ADOPT, ADVERTISE AND AWARD

SPECS. 7035; CAPITAL PROJECT NO. 77605
(SECOND DISTRICT) (3 VOTES)

I. PROJECT SCHEDULE

Project Activity	Scheduled Completion Date	Revised Completion Date
Project Program	Completed	Completed
Design		
Award Design Contract	06/29/2010	06/29/2010*
Construction Document Submittal	04/18/2011	10/13/2011*
Jurisdictional Approval	10/18/2011	04/24/2012
Construction Bid and Award	01/17/2012	07/10/2012
Construction		
Start Construction	02/13/2012	07/30/2012
Substantial Completion	09/12/2013	10/29/2013
Library Opening	02/11/2014	03/28/2014
Project Acceptance	04/01/2014	05/15/2014

*Actual completion date.

II. PROJECT BUDGET SUMMARY

Budget Category	Board Approved Budget
Land Acquisition	\$ 0
Construction	
Low Bid Construction Contract	\$ 4,410,000
Change Orders	\$ 717,000
Telecomm Equip – Affixed to Building	\$ 211,500
Civic Art	\$ 50,000
Subtotal	\$ 5,388,500
Programming/Development	\$ 45,000
Plans and Specifications	\$ 565,000
Consultant Services	
Deputy Inspection	\$ 75,000
Site Planning	\$ 60,000
Hazardous Materials	\$ 25,000
Geotech/Soils Test	\$ 40,000
Material Testing	\$ 35,000
Cost Estimating	\$ 30,000
Topographic Surveys	\$ 14,000
Construction Management	\$ 35,000
Environmental	\$ 66,000
Scheduling	\$ 20,000
Subtotal	\$ 400,000

**DEPARTMENT OF PUBLIC WORKS:
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PUBLISHING LEGAL ADVERTISEMENTS: In accordance with the State of California Public Contract Code Section 20125, you may publish once a week for two weeks in a weekly newspaper or ten times in a daily newspaper. Forward three reprints of this advertisement to Architectural Engineering Division, Department of Public Works, 900 South Fremont Avenue, 8th Floor, Alhambra, California 91803-1331.

**OFFICIAL NOTICE
INVITING BIDS**

Notice is hereby given that the Director of Public Works will receive sealed bids for furnishings, materials, labor, and equipment required to complete construction for the following work:

<u>SD</u>	<u>SPECS</u>	<u>PROJECT</u>	<u>BID DOC. FEE</u>	<u>DATE OF BID OPENING</u>
2	7095	Lennox Library and Community Center 4359 & 4343 Lennox Boulevard Lennox, CA	\$75	May 22, 2012

Copies of the project manual and drawings may be downloaded for free from the Los Angeles County Public Works website <http://dpw.lacounty.gov/go/constructioncontracts>; or for \$75, copies of the project manual and drawings may be obtained at the Cashier's office, Department of Public Works, 900 South Fremont Avenue, Mezzanine Floor, Alhambra, California 91803. For bid information, please call (626) 458-2563. Each bid shall be submitted on the required form, sealed, and filed at the Cashier's office no later than 2:00 p.m. on May 22, 2012. Bids will be publicly opened, examined, and declared by Public Works at 2:15 p.m. on this date in the Department of Public Works' Main Conference Rooms, 900 South Fremont Avenue, Alhambra, California 91803.

The contractor and all of its subcontractors of any tier shall be required to pay prevailing wages to all workers employed in the execution of the work of improvement in accordance with Labor Code Section 1770 et seq. Copies of prevailing rate of per diem wages are on file at the Department of Public Works, Architectural Engineering Division, which shall be made available to any interested party upon request.

Bids must conform to the drawings and project manual and all bidding requirements. This project requires the prime contractor to possess an active B license classification at the time of bid submittal. The contractor should verify to his/her satisfaction that he/she holds the correct license for this type of project. Also, this project includes a mandatory Local Worker Hiring Program that requires the general contractor to assure that a minimum of 30 percent of the labor hours performed by California residents be worked by qualified local residents residing in either zip codes within a 5-mile radius of the project site, within zip codes within the County of Los Angeles where the unemployment rate is 150 percent of the County average, or within one of 11 additional zip codes that were approved by your Board on September 6, 2011, for inclusion in projects utilizing a LWHP.

In addition to the above, the general contractor must satisfy at least one of the following two minimum qualifications requirements:

OPTION 1

The general contractor shall have completed a minimum of one Public Library (as defined by Section 18810 (p) of the California Education Code) project in California within the last 10 years where the value of work was in excess of \$2,000,000 School, Academic, or Special Libraries, as also defined in Section 18810, will not be considered as a Public Library under this option; or

OPTION 2

The general contractor shall have completed, within the last 5 years, at least one new building or building addition project for a public entity at a construction value of at least \$2,000,000 and of at least 5,000 square feet, which included at least three of the following construction elements: building addition; building renovation; furniture, fixtures and equipment; low voltage systems; masonry restoration; and Type V construction. The general contractor shall submit verification of such qualifying experience on the County provided form at the time of bid submittal.

For both options, the County will determine, in its sole discretion, whether or not the information provided meets the requirements for experience in order for the general contractor to be considered a responsive qualified bidder on this Lennox Library and Community Center project.

PREBID CONFERENCE

Public Works' Project Management Team will hold a prebid conference at 10:00 a.m. on May 7, 2012, at the project site, 4359 Lennox Boulevard, Lennox, California 90304, to provide information on the project, bidding process, and answer any questions that the potential bidders may have. For further directions, please contact Ms. Loydi Nguyen with the Public Works' Project Management Team at (626) 458-2180.

OTHER INSTRUCTIONS

The County supports and encourages equal opportunity contracting. The contractor shall make good faith efforts, as defined in Section 2000 of the Public Contract Code, to contract with Community Business Enterprises.

The Board of Supervisors reserves the right to reject any or all bids or to waive technical or inconsequential errors and discrepancies in bids submitted in the public's interest.

Si necesita información en español, por favor llame al Teléfono (626) 458-2563.



Upon 72 hours notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Avenue), which is accessible to individuals with disabilities. To request accommodations ONLY, or for more ADA information, please contact our departmental ADA Coordinator at (626) 458-4081 or TDD (626) 282-7829, Monday through Thursday, from 7 a.m. to 5:30 p.m.



Con 72 horas de noticia, el Departamento puede proveerle información y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Además, documentación sobre el programa está disponible en nuestra oficina principal en Alhambra (900 South Fremont Avenue), la cual es accesible para individuos con incapacidades. Para solicitar adaptaciones SOLAMENTE, o para más información del ADA, póngase en contacto con nuestro Coordinador del ADA del Departamento al (626) 458-4081 o TDD (626) 282-7829, de lunes a jueves de las 7 a.m. a 5:30 p.m.

By order of the Board of Supervisors of the County of Los Angeles, State of California,
dated April 24, 2012.

Specs. 7035

SACHI A. HAMAI, EXECUTIVE OFFICER
OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES

ATTACHMENT C

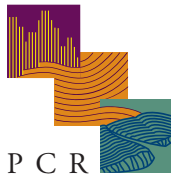
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**MITIGATED NEGATIVE DECLARATION
(See Enclosed)**

FINAL INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Lennox Library and Community Center Project

LOS ANGELES COUNTY, CALIFORNIA



FEBRUARY 2012

FINAL INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Lennox Library and Community Center Project

LOS ANGELES COUNTY, CALIFORNIA

Prepared For:

County of Los Angeles
900 South Fremont Avenue
Alhambra, California 91803-1331

Prepared By:

PCR Services Corporation
One Venture, Suite 150
Irvine, California 92618
Tel: 949-753-7001

FEBRUARY 2012

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ENVIRONMENTAL CHECKLIST FORM

1. Project title

Lennox Library and Community Center Project

2. Lead agency name and address:

County of Los Angeles
c/o Los Angeles County Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803

3. Contact person and phone number:

Te-Ling Chou, Project Management Division II
Phone: (626) 300-3205

4. Project location:

4359 Lennox Boulevard
Lennox, CA 90304

5. Project sponsor's name and address:

County of Los Angeles Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803

6. General plan designation:

Commercial

7. Zoning:

C2, Neighborhood Business

8. Description of project:

The Los Angeles County Department of Public Works proposes improvements to the existing Lennox Library and County office building at 4359 Lennox Boulevard, in the unincorporated community of Lennox. The existing library, County offices, and Sheriff's Station occupy adjoining buildings in the Lennox Civic Center Complex on a property totaling approximately 2.8 acres. The proposed project would renovate and expand the existing library by approximately 4,396 square feet; renovate approximately 10,072 square feet of existing underutilized and/or vacant County office space to accommodate County programs; rehabilitate existing building exteriors; reconfigure existing on-site parking; and implement additional improvements to pedestrian circulation, landscaping, lighting, and signage.

9. Surrounding land uses and setting:

Hawthorne Boulevard in the project area is zoned C-3, Unlimited Commercial, north and south of Lennox Boulevard. Lennox Boulevard is zoned C-2, Neighborhood Business, in the project vicinity. Single- and multi-family residential uses lie east and west of the project site along Lennox Boulevard. Land uses to the north include a bar/club, auto body repair shop, multi-family residential apartment building and surface parking, and a surface parking lot leased by the Sheriff's Department. Multi-family residential apartment uses and surface parking are located immediately to the east. Land uses to the south across Lennox Boulevard include retail commercial uses and a shopping center. Land uses west of the project site, across Hawthorne Boulevard, include a fast-food restaurant, car wash, and other retail commercial uses.

10. Other public agencies whose approval is required

- Department of Regional Planning approval;
- Site plan review by the County of Los Angeles;
- Parking Waiver
- Covenant and Agreement to maintain parking spaces;
- Grading Permit with SUSMP documentation;
- Lot tie for the northern portion of the project site;
- Los Angeles County Fire Department approval and clearance
- Building Permit;
- Sign Permit and
- Use and Occupancy Permit.

PURPOSE OF THE INITIAL STUDY

The proposed Lennox Library and Community Center Project is analyzed in this Initial Study, in accordance with the California Environmental Quality Act (CEQA), to determine if approval of the Project would have a significant impact on the environment. This Initial Study has been prepared pursuant to the requirements of CEQA, under Public Resources Code 21000-21177, of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387) and under the guidance of the County of Los Angeles Department of Public Works. The County of Los Angeles is the Lead Agency under CEQA and is responsible for preparing the Initial Study for the proposed project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Less Than Significant Impact With Mitigation Incorporated" as indicated by the checklist on the following pages.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

Signature

Date

Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 2) A list of "Supporting Information Sources" should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 3) Impact Columns Heading Definitions:
 - "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
 - "Less Than Significant Impact With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.
 - "Less Than Significant Impact" applies where the project creates no significant impacts, only Less Than Significant impacts.
 - "No Impact" applies where a project does not create an impact in that category. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one proposed (e.g., the project falls outside of a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

-
- 4) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
- Earlier Analysis Used. Identify and state where they are available for review.
 - Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 5) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 6) The explanation of each issue should identify:
- a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>I. AESTHETICS</u> – Would the project:				
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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>II. AGRICULTURE AND FORESTRY RESOURCES</u> – 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 Department 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 of and the Forest Legacy Assessment Project; and forest carbon measurements methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project::				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" 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 risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

X. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XI. MINERAL RESOURCES – Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 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?

XII. NOISE – Would the project result in:

- a) Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

XIII. POPULATION AND HOUSING – Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XIV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered

Issues:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
governmental facilities, 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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. RECREATION

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

XVI. TRANSPORTATION/TRAFFIC - Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities??	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XVII. UTILITIES AND SERVICE SYSTEMS</u> – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ATTACHMENT A

PROJECT DESCRIPTION

ATTACHMENT A

PROJECT DESCRIPTION

A. INTRODUCTION

Los Angeles County proposes improvements to the existing Lennox Library and County office building at 4359 Lennox Boulevard, in the unincorporated community of Lennox. The existing library, Sheriff's Station, and County offices occupy adjoining buildings in the Lennox Civic Center Complex on a single property totaling approximately 2.8 acres. The proposed project would renovate and expand the existing library by approximately 4,396 square feet; renovate approximately 10,072 square feet of existing underutilized and/or vacant office space to accommodate new offices and amenities for County programs; rehabilitate existing building exteriors; reconfigure existing on-site parking; and implement additional improvements to pedestrian circulation, landscaping, and signage.

B. PROJECT LOCATION AND SURROUNDING USES

The project site is located within the unincorporated Los Angeles County community of Lennox, in southwest Los Angeles County. Lennox is generally bordered to the north by the City of Inglewood; to the south and southwest by the City of Hawthorne and the unincorporated community of Del Aire; to the east and southeast by the unincorporated communities of Westmont and West Athens, and by the Crenshaw community within the City of Los Angeles; and to the west by the City of El Segundo and Los Angeles International Airport. Regional access to the project site is provided by the Glenn Anderson/Century Freeway (I-105) and the San Diego Freeway (I-405). A regional and vicinity map is provided in **Figure A-1, Regional and Vicinity Map**, and an aerial photograph is provided in **Figure A-2, Aerial Photograph**.

The project site occupies the northeast corner of the intersection of Lennox Boulevard and Hawthorne Boulevard and is bounded to the south and west by those roadways. Land uses north of the project site include an off-site parking lot leased by the Sheriff's Department (not a part of the proposed project), commercial uses, a multi-family residential apartment building, and surface parking. Land uses south of the project site are a mix of retail and service commercial, including auto parts sales, auto rental, and auto body and truck repair shops, as well as single- and multi-family residential dwellings. Land uses to the east of the project site are a mix of single- and multi-family residential dwellings, and land uses immediately to the west, across Hawthorne Boulevard, are predominantly commercial and include a car wash, restaurant, and market.

C. EXISTING SITE CONDITIONS

The library, Sheriff's Station, and County office building occupy three separate but connected buildings that comprise the Lennox Civic Center Complex. The library occupies the southwestern corner of the project site and the Sheriff's Station occupies the southeastern portion of the project site, while parking for Sheriff's Station staff and visitors occupies the northern half of the site. The County office building is located between the library and Sheriff's Station. All three buildings front onto Lennox Boulevard, set back from the roadway by a deep front lawn. Photographs of the project site are shown in **Figures A-3 and A-4, Site Photographs**.

The Civic Center has been in continuous use as a County facility since its construction in 1947-48 as the County's first branch civic center. The library is currently occupied and operational. In December 2010, the Sheriff's Department completed construction of a new Sheriff's Station in the south Los Angeles area, for which the Lennox Station had traditionally provided contract law enforcement services. Some Sheriff's Department programs and personnel that had been housed at the Lennox Station were transferred to the new South Los Angeles Sheriff's Station at that time, reducing the number of personnel in the Lennox Sheriff's Station buildings and leaving the County office building on the project site vacant. Some Sheriff's Department personnel remain in the Sheriff's Station buildings on the project site.

The approximately 4,621-square-foot library is housed in a one-story building in the southwestern corner of the project site, at the intersection of Lennox and Hawthorne Boulevards. The library was last expanded in 1953, when two wing additions were added to the north elevation, and until recently (December 2010), portions of the library abutting the County office building were occupied by Sheriff's Department programs and personnel. Library hours of operation are 11:00 A.M. to 7:00 P.M. Monday through Thursday; 11:00 A.M. to 6:00 P.M. Friday; and 12:00 P.M. to 5:00 P.M. Saturday; the library is closed Sunday. The library currently employs approximately five staff persons and is used by an estimated 300 visitors on a daily basis.¹

The approximately 10,071-square-foot Sheriff's Station occupies a two-story building. A small building housing additional Sheriff's Department facilities and a service garage are located north of the two-story building. The Sheriff's Department operates 24 hours per day, seven days per week.²

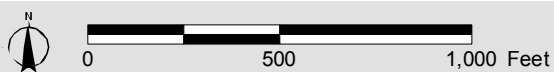
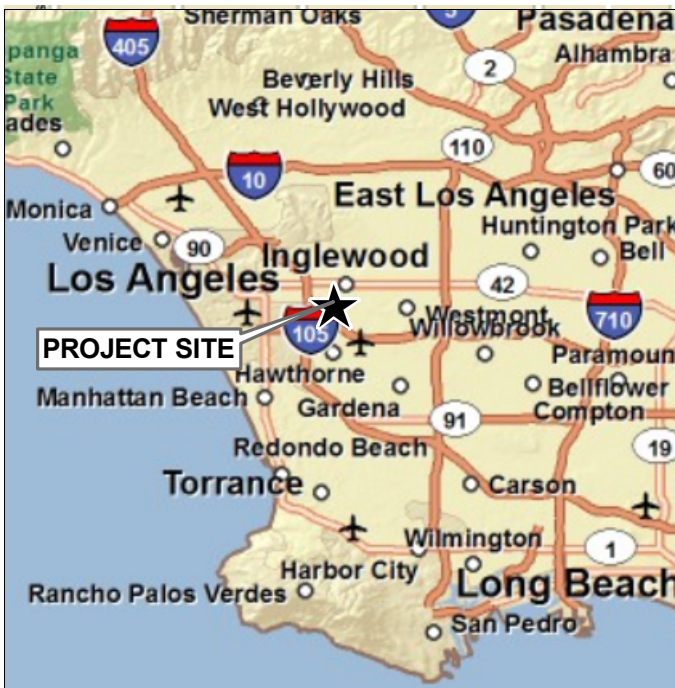
The one-story County office building flanked by the library and Sheriff's Station is approximately 11,293 square feet and was most recently occupied by Sheriff's Department programs, as noted above. Prior to that, it housed offices for several different County programs. It is currently vacant and houses no programs or staff.

The on-site surface parking lot currently contains 114 spaces including two accessible spaces. Three spaces are for Public Library use and the rest are for the dedicated use of the Sheriff's Department. Approximately 16 street parking spaces exist in the immediate project area. These spaces are utilized by library patrons. Vehicular access to the parking lot is provided by a single driveway off Hawthorne Boulevard that provides ingress and egress. Sheriff's Department personnel may also access the parking lot using a covered driveway off Lennox Boulevard between the Sheriff's Station and County office building. Both driveways are stop-sign controlled for vehicles exiting the project site.

Landscaping on the project site includes the landscaped setback along the Civic Center's primary façade on Lennox Boulevard; a small landscaped courtyard between the library and County office building; and small areas of lawn and ornamental landscaping to the rear of the buildings. Several specimen trees are scattered around the project site, including young and mature palm trees, ginkgo, a carrotwood (*Cupaniopsis anacardioides*), and a Chinese elm (*Ulmus parvifolia*), a widely planted ornamental tree, in the rear courtyard between the library and County office building.

¹ *Communication between the County of Los Angeles Department of Public Works, and PCR Services Corporation, August 27, 2011.*

² *The number of personnel presently working in the Sheriff's Station was not determined since the station is not part of the proposed project, except for planned building exterior renovations.*



Regional and Vicinity Map

Lennox Library and Community Center

Source: ESRI Street Map, 2009; PCR Services Corporation, 2011.

FIGURE

A-1



County Offices

Lennox Library

Los Angeles County Sheriff's Station

Lennox Boulevard

S Acacia Avenue

Hawthorne Boulevard

 Project Site



Photograph 1: Library Entrance.



Photograph 2: Library and County Office Building - View from Lennox Boulevard.



Photograph 3: County Office Building - View from Lennox Boulevard.



Photograph 4: County Office Building and Sheriff's Station - View from Lennox Boulevard.



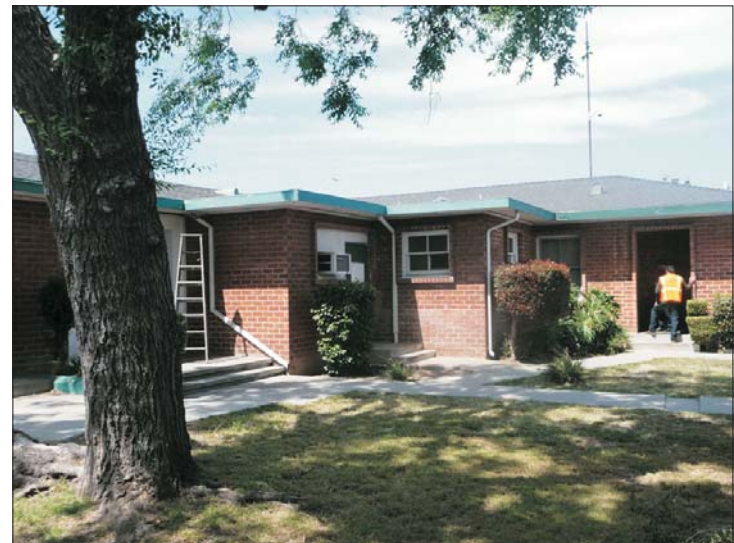
Photograph 5: Library, Hawthorne Boulevard Elevation.



Photograph 6: Library, Rear (Northern) Elevation and Parking Lot.



Photograph 7: County Office Building, Rear (Northern) Elevation and Courtyard.



Photograph 8: County Office Building Courtyard.

D. DESCRIPTION OF PROPOSED PROJECT

The County proposes several improvements on the project site to increase accessibility to and space for on-site programs, including renovation and expansion of the existing library, renovation of the County office building to accommodate offices and amenities for several County programs; renovations to the Sheriff's Department Lennox Boulevard building façade; reconfiguration of surface parking; and landscape improvements. With regards to the Sheriff's Station building east of the driveway along Lennox Building, only façade improvements would occur to this building. No other improvements are being proposed to the Sheriff's Station building. Gross new square footage to be constructed totals approximately 5,894 square feet and the proposed demolition is approximately 1,498 existing square footage; therefore, the net new square footage to be constructed totals approximately 4,396 square feet. Existing square footage to be retained and renovated totals approximately 10,072 square feet. The proposed improvements are described below and summarized in **Table A-1, Existing and Proposed Development**.

Figure A-5, Proposed Site Plan, is the proposed conceptual site plan for the project. **Figure A-6, Existing Building Footprints, Proposed Demolition, and Proposed Building Footprints (Exhibits A-C)**, contains three diagrams: the building footprints of the existing library (including portions used until December 2010 by the Sheriff's Department, labeled "Sheriff Use") and County office building (Exhibit "A"); the 1953 additions to the existing library that are proposed for demolition (Exhibit "B"); and the final proposed building footprints, including the new library addition, and the locations of proposed uses within those buildings (Exhibit "C"). Figure A-6 does not illustrate the Sheriff's Station building as this building footprint would not change compared to existing conditions. **Figures A-7 and A-8, Proposed Building Elevations**, depict the elevations of the proposed library addition.

As shown in Figure A-6, Exhibit "B", the 1953 wing additions to the northern elevation of the library (including the wing used in recent years by the Sheriff's Department and labeled "Sheriff Demo") would be demolished and a new library addition constructed in its place along the existing library building's northern elevation. The new addition would total approximately 3,400 square feet and would be a one-story, flat-roofed building approximately 19 feet in height above grade to the roof parapet (approximately 24 feet above grade to the top of rooftop mechanical equipment screens). The proposed parapet height is similar to the height of the existing library building's roof peak, as illustrated in Figure A-7, and is intended to mirror the height of the Sheriff's Station building anchoring the east end of the Civic Center complex. The library addition would accommodate a reference desk, computer workstations, children's library, staff offices, a meeting room, kitchen, restrooms, and storage. The addition would be set back from, and constructed in a contrasting architectural style to, the existing library building fronting onto Lennox Boulevard, in order to clearly differentiate existing and new portions of the library.

The primary Lennox Boulevard library entrance would be maintained in place, and a new rear entrance to the library would provide access from the parking lot in the northern portion of the site. As shown in Figure A-6, Exhibit "C", demolition of the existing library additions and construction of the new addition would allow expansion of the existing open-air courtyard between the library and County office building, to the rear of the Civic Center complex. The newly expanded courtyard is intended to highlight the new rear entrance to the library and connect the existing library and new addition. A currently gated pedestrian breezeway leading from the Lennox Boulevard library entrance to the rear of the project site would be reopened to further improve pedestrian access and visibility through the project site.

Table A-1

Existing and Proposed Development

Existing/Proposed Uses	Existing ^a	To Be Demolished ^a	New ^a	Final ^a	Net New ^a
Library (original building + 1953 addition)	4,621	1,498	3,400	6,523	1,902
Community Room/Kitchen/Accessory Spaces/Restrooms	0	0	2,494	2,494	2,494
Subtotal: Demo/New Construction	4,621	1,498	5,894	9,017	4,396
Existing Sheriff's Dept. offices within Library to be renovated for future Library use ^{b, c}	3,225	1,415	0	1,810	0
Second District Field Offices ^b	1,758	0	0	1,758	0
Other County Offices ^b	1,823	0	0	1,823	0
Large Conference Room/Historical Center ^b	830	0	0	830	0
Office/Retail Space ^b	715	0	0	715	0
Sheriff's Locker Rooms ^b	2,942	0	0	2,942	0
Breezeway ^b	194	0	0	194	0
Subtotal: Renovation^d	11,487	1,415	0	10,072	0
Totals	16,108	2,913	5,894	19,089	4,396

a All quantities indicated in square feet.

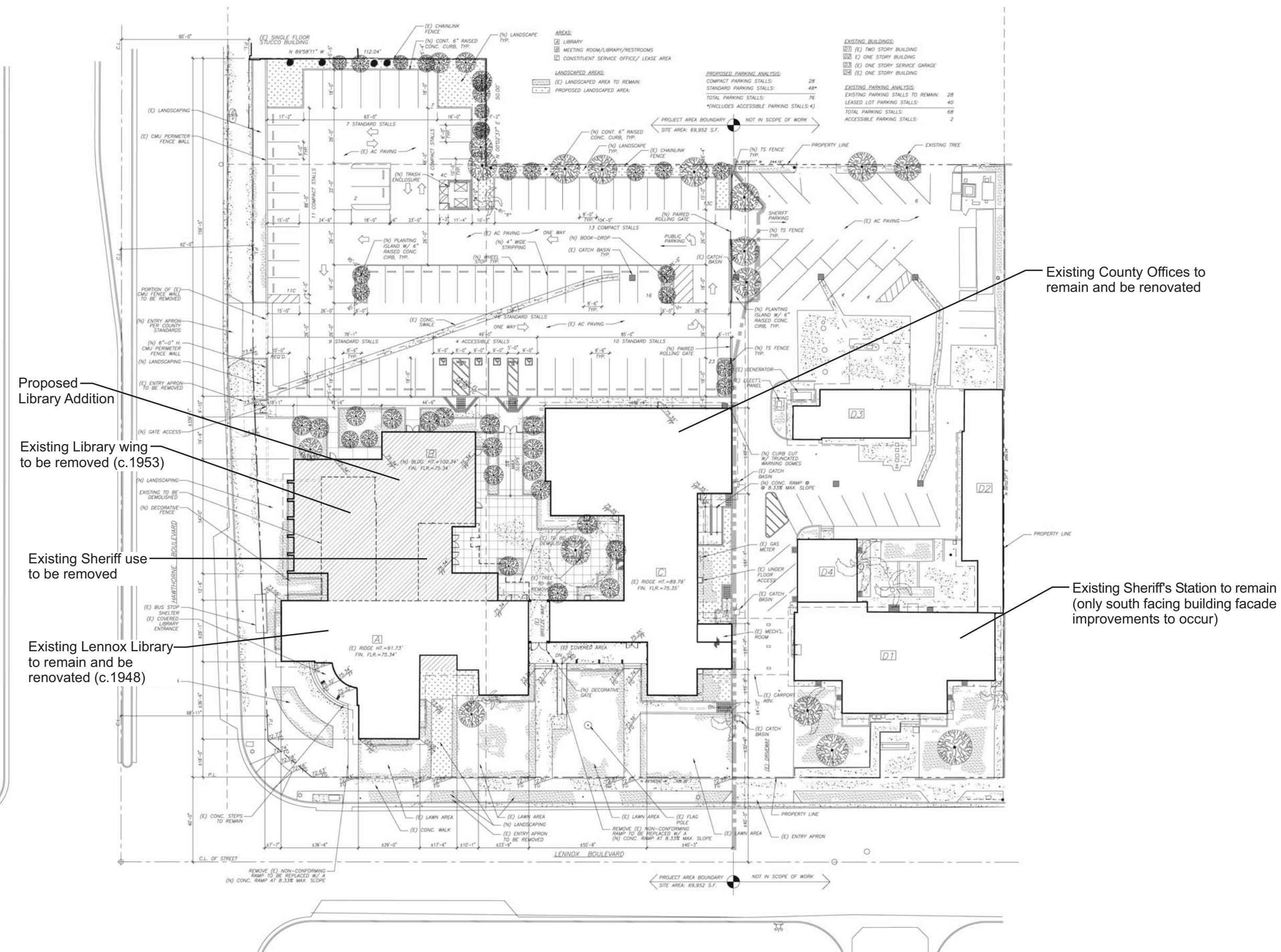
b Represents existing building square footage to be renovated.

c The future Library will total approximately 8,333 square feet, including 3,123 existing sq. ft. to remain + 3,400 new sq. ft. to be constructed + 1,810 sq. ft. of existing Sheriff's Dept. offices to be renovated for future Library use. Net new Library square footage will total 3,712 sq. ft., including 1,902 sq. ft. of new construction + 1,810 sq. ft. of existing Sheriff's Dept. offices to be renovated for future Library use.

d The future County offices will total approximately 5,126 sq. ft., including 1,758 sq. ft. for Second District Field Offices + 1,823 sq. ft. for Other County Offices + 830 sq. ft. for the Large Conference Room/Historical Center + 715 sq. ft. for Office/Retail Space. The Sheriff's Locker Rooms will be for the exclusive use of Sheriff's Department staff and are not included in the 5,126 sq. ft. County offices total.

Source: PCR Services Corporation, September 2011.

The conceptual site plan in Figure A-5, previously referenced, also shows the 1953 library wing additions proposed for demolition (shown with dashed outlines) overlaid by the proposed new library addition, and shows proposed hardscape and landscaping in the newly expanded courtyard and surrounding the buildings. The library operating hours would be the same as under existing conditions.



Proposed Library Addition

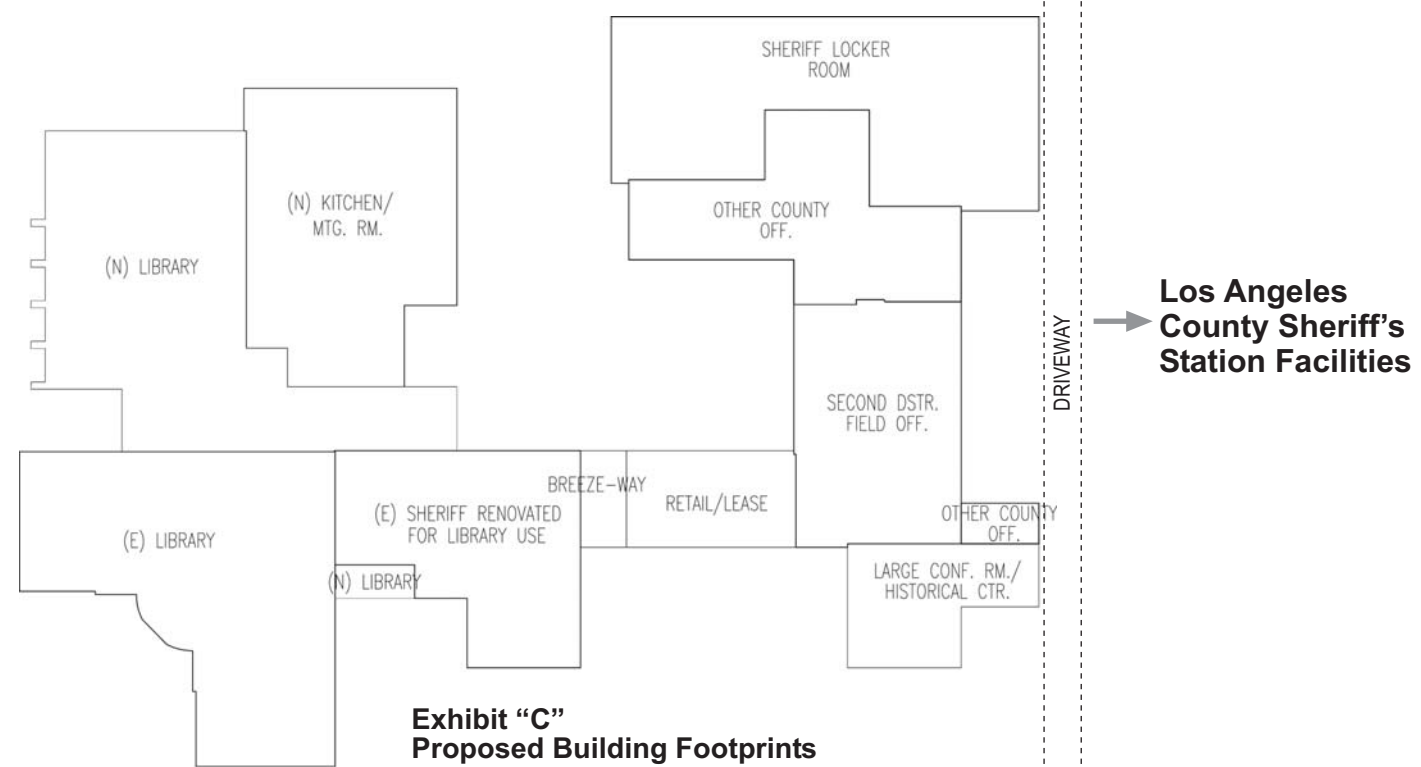
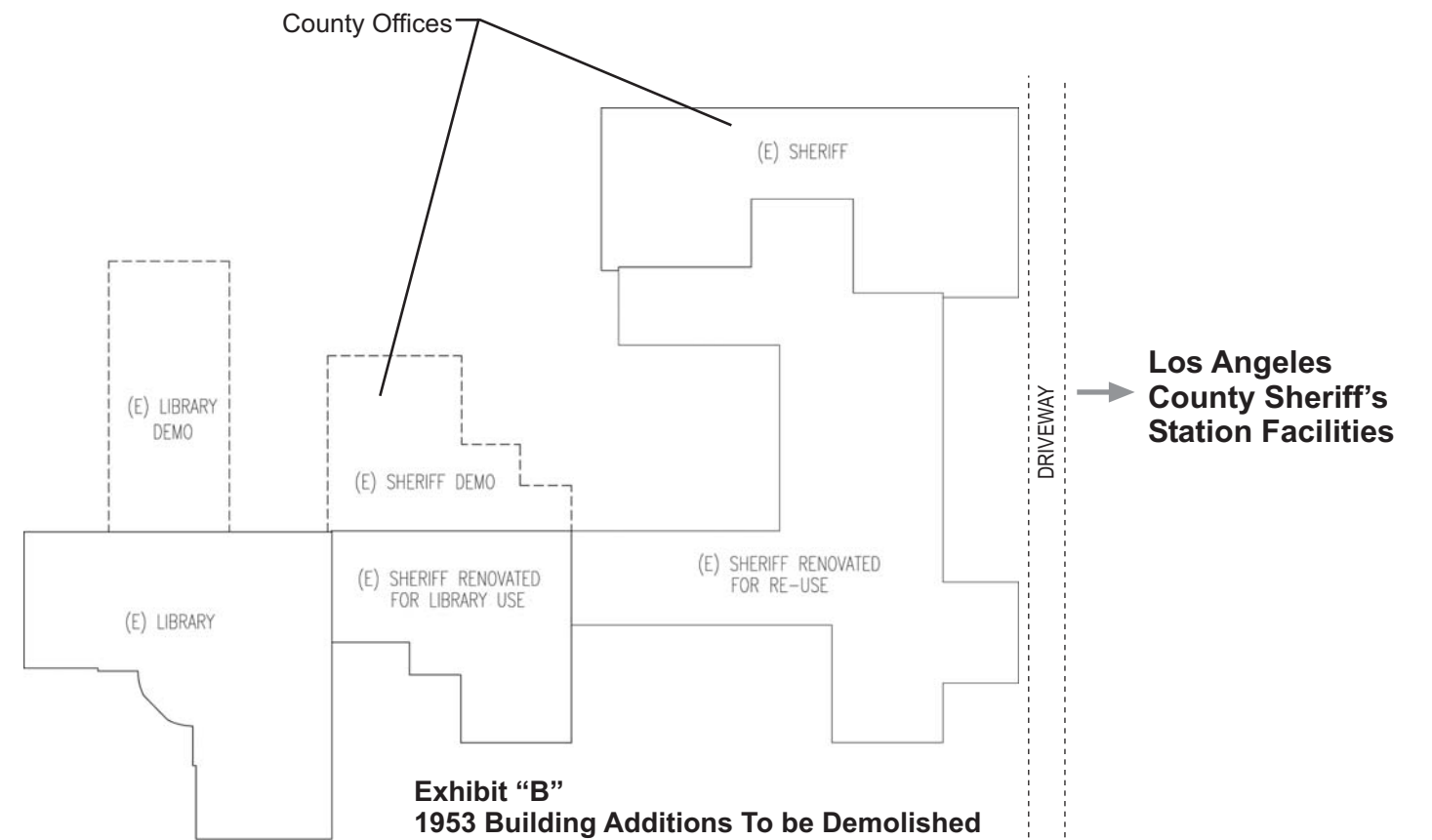
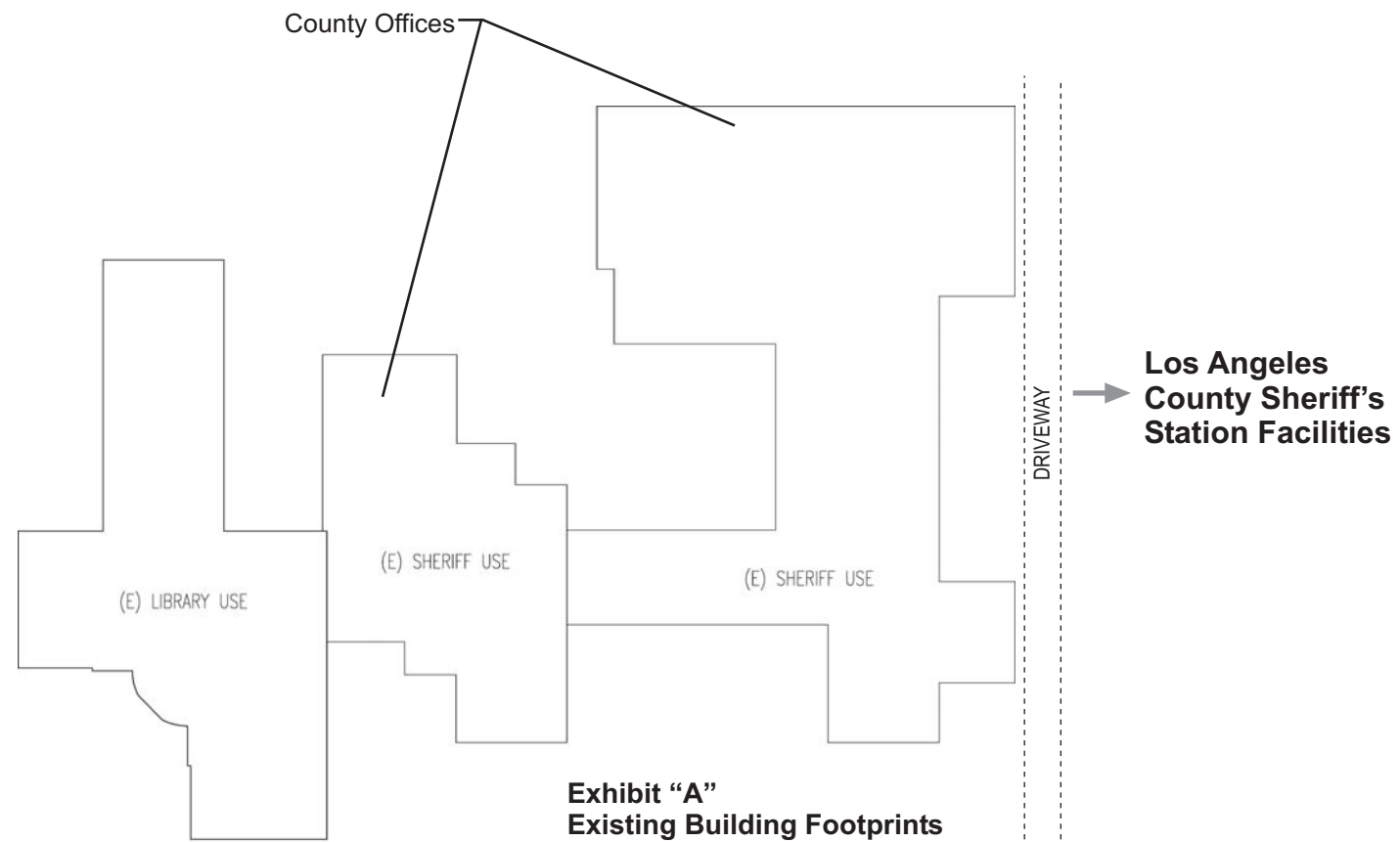
Existing Library wing to be removed (c. 1953)

Existing Sheriff use to be removed

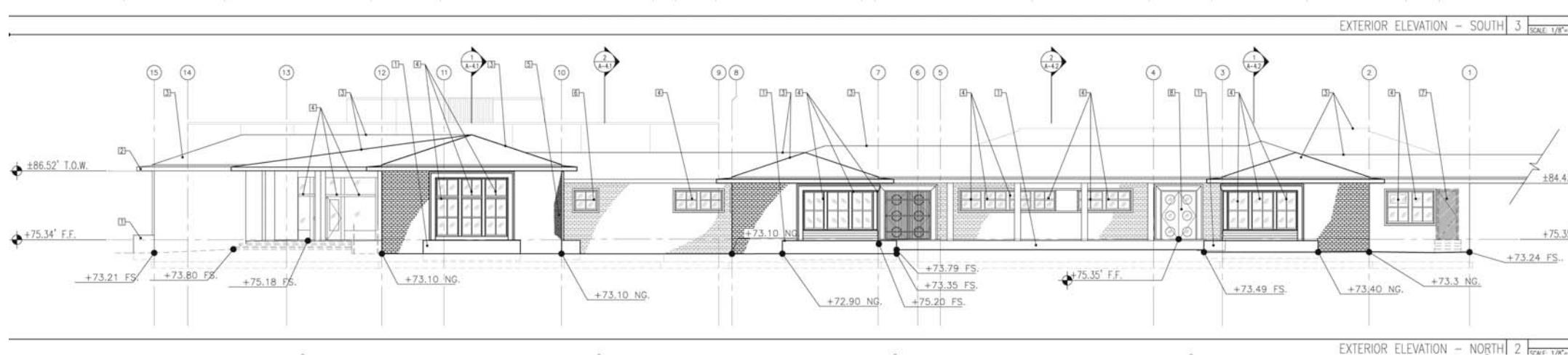
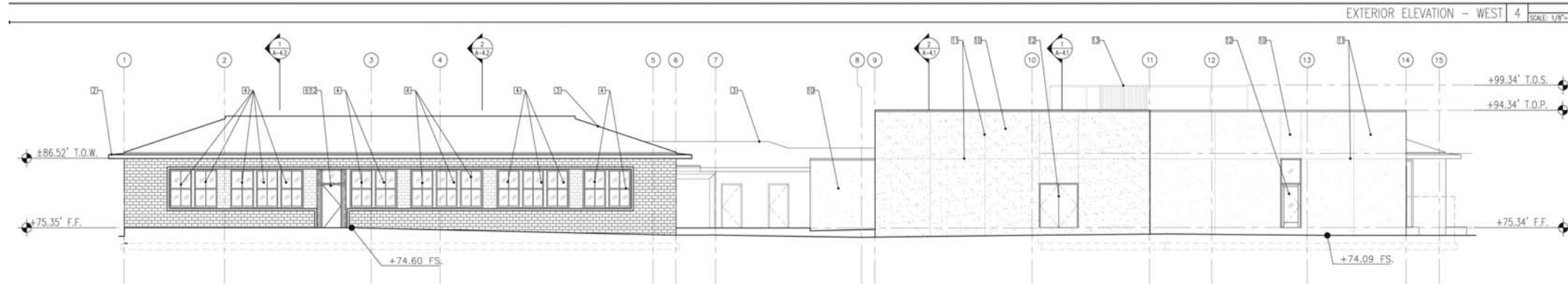
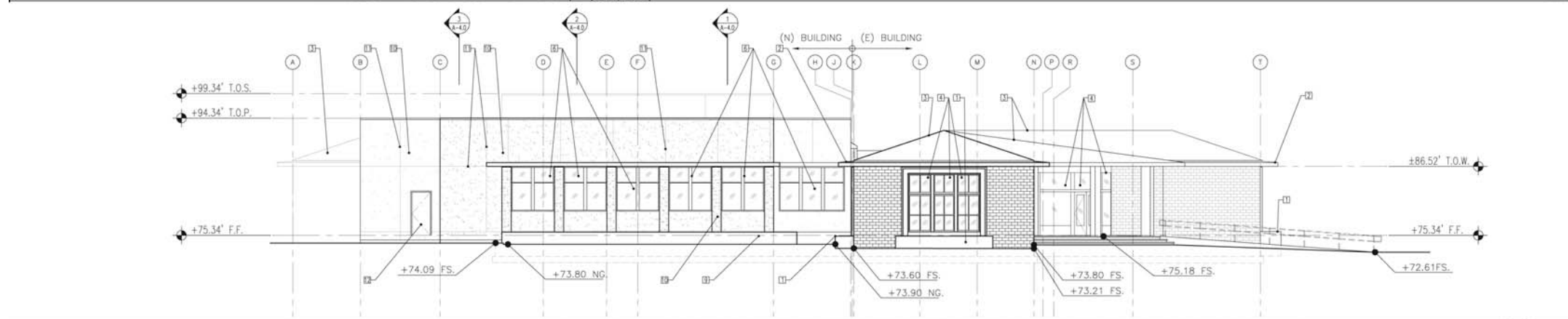
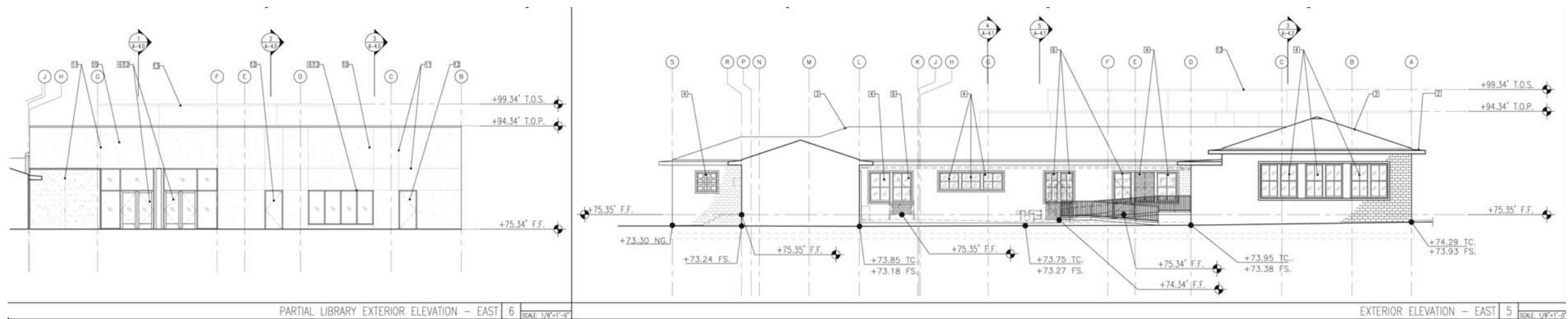
Existing Lennox Library to remain and be renovated (c. 1948)

Existing County Offices to remain and be renovated

Existing Sheriff's Station to remain (only south facing building facade improvements to occur)

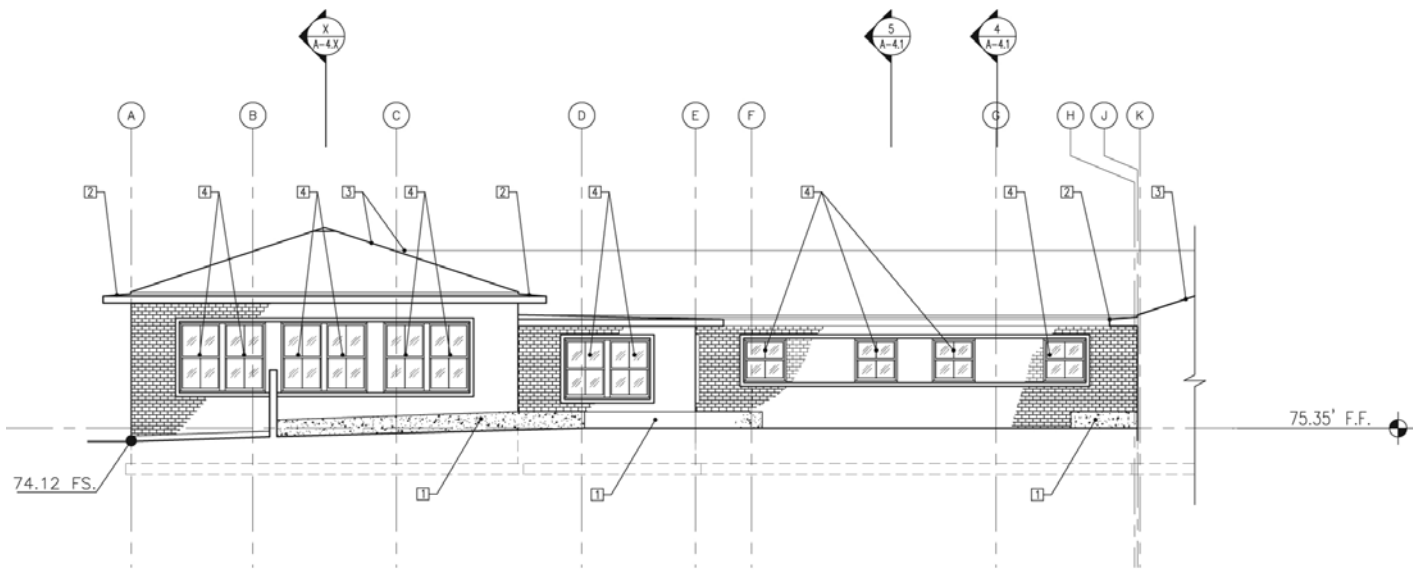


Existing Building Footprints, Proposed Demolition, and Proposed Building Footprints (Exhibits A-C)

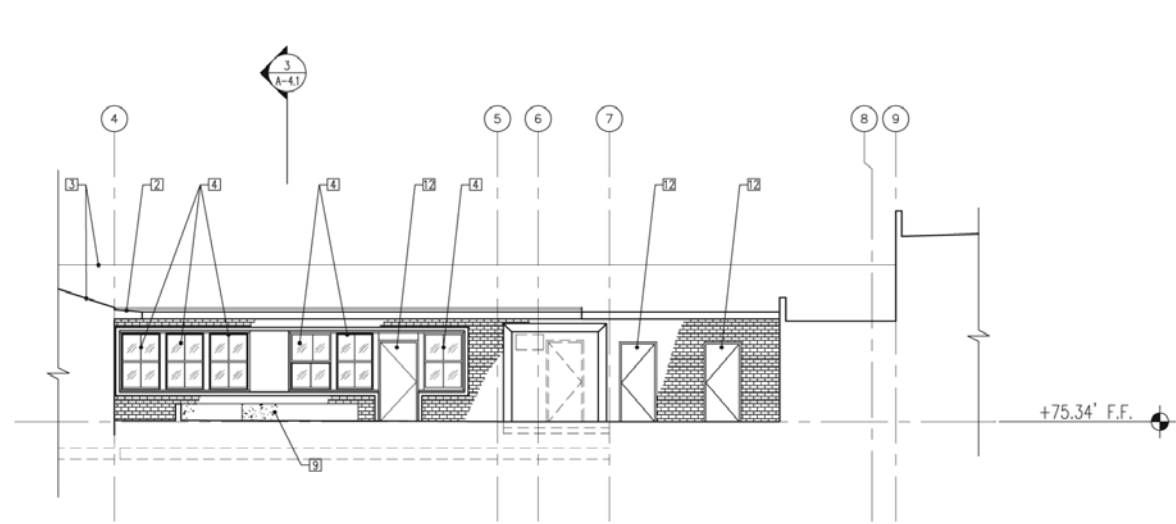


KEYNOTES:

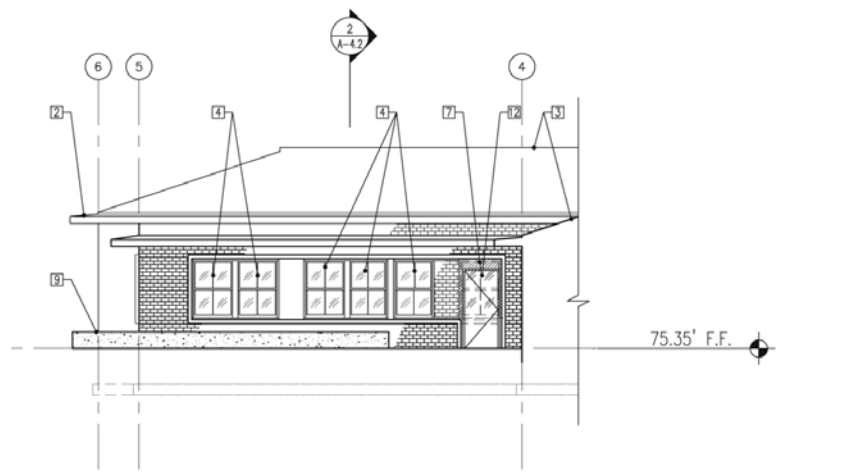
- 1 (E) CONC. PLANTER
- 2 (E) EAVES TO BE REFURBISHED.
- 3 (E) ROOF TO REMAIN.
- 4 (E) WINDOW, TO GLASS TO BE REPLACED.
- 5 NEW BRICKS TO BE REPLACED WITH (E)BRICKS REMOVE FROM DEMOLITION.
- 6 ADD NEW WINDOW.
- 7 AREA OF INFILL WITH BRICKS REMOVED FROM (E)DEMOLITION.
- 8 (E) DOOR TO BE REFURBISHED.
- 9 (N) PLANTER
- 10 (N) EXTERIOR CEMENT PLASTER COLOR T.B.D.
- 11 (N) CONTROL JOINT
- 12 (N) DOOR
- 13 (N) MECHANICAL SCREEN
- 14 (N) RAILS



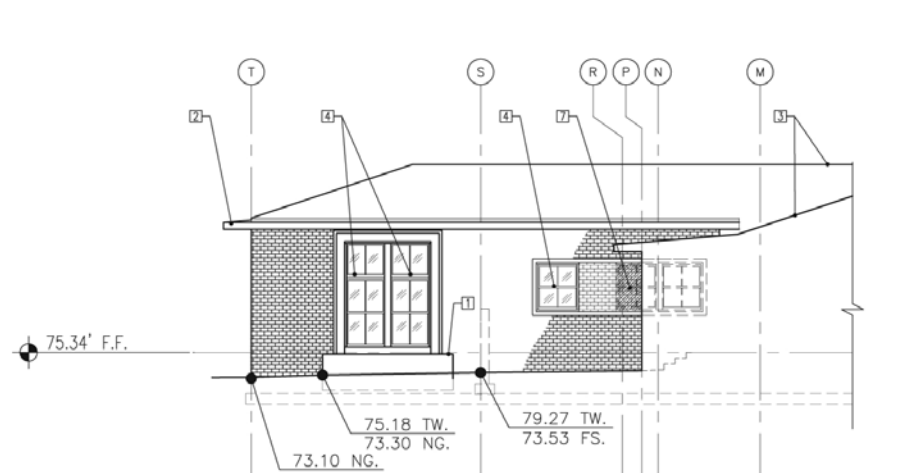
PARTIAL EXTERIOR ELEVATION - WEST | 9 | SCALE: 1/8"=1'-0"



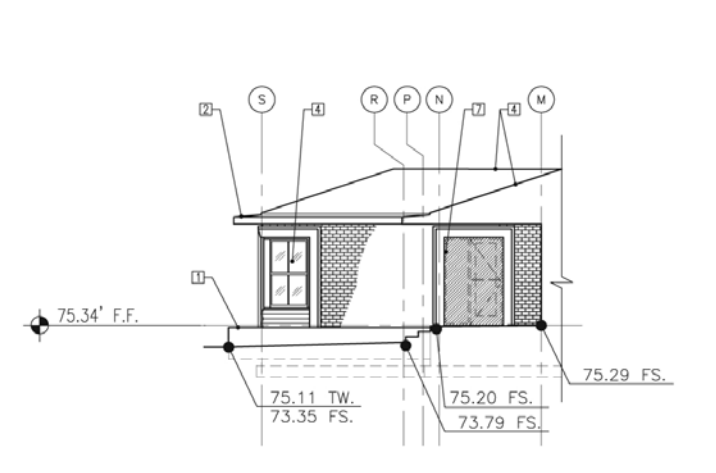
PARTIAL EXTERIOR ELEVATION - NORTH | 4 | SCALE: 1/8"=1'-0"



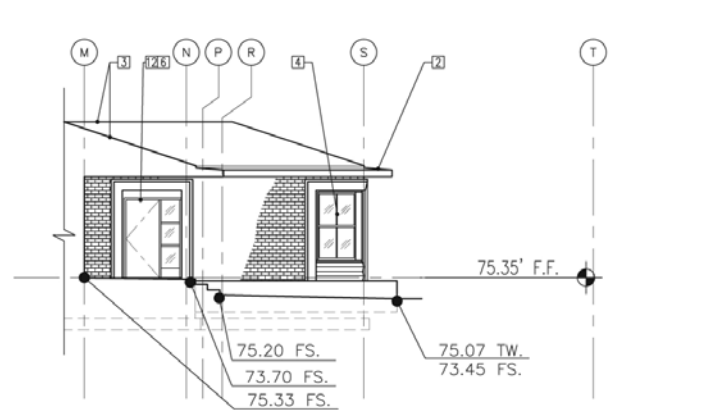
PARTIAL EXTERIOR ELEVATION - SOUTH | 8 | SCALE: 1/8"=1'-0"



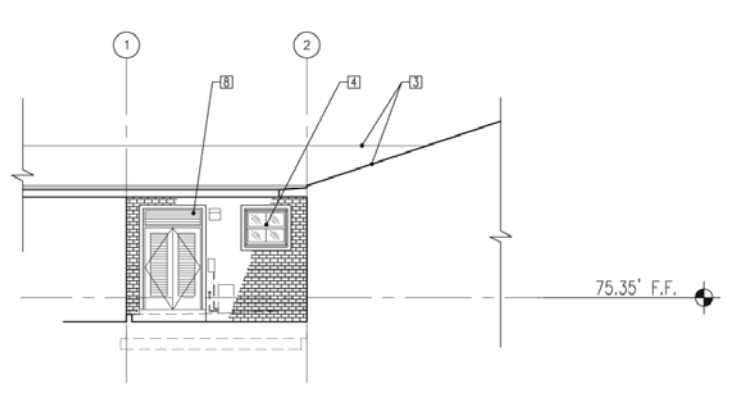
PARTIAL EXTERIOR ELEVATION - EAST | 6 | SCALE: 1/8"=1'-0"



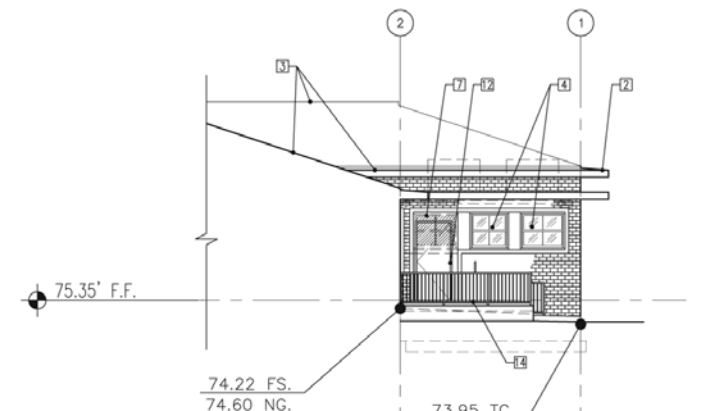
PARTIAL EXTERIOR ELEVATION - EAST | 3 | SCALE: 1/8"=1'-0"



PARTIAL EXTERIOR ELEVATION - WEST | 7 | SCALE: 1/8"=1'-0"



PARTIAL EXTERIOR ELEVATION - NORTH | 5 | SCALE: 1/8"=1'-0"



PARTIAL EXTERIOR ELEVATION - SOUTH | 2 | SCALE: 1/8"=1'-0"

KEYNOTES:

- 1 (E) CONC. PLANTER
- 2 (E) EAVES TO BE REFURBISHED.
- 3 (E) ROOF TO REMAIN.
- 4 (E) WINDOW, TO GLASS TO BE REPLACED.
- 5 NEW BRICKS TO BE REPLACED WITH (E)BRICKS REMOVE FROM DEMOLITION.
- 6 ADD NEW WINDOW.
- 7 AREA OF INFILL WITH BRICKS REMOVED FROM (E)DEMOLITION.
- 8 (E) DOOR TO BE REFURBISHED.
- 9 (N) PLANTER
- 10 (N) EXTERIOR CEMENT PLASTER COLOR T.B.D.
- 11 (N) CONTROL JOINT
- 12 (N) DOOR
- 13 (N) MECHANICAL SCREEN
- 14 (N) RAILS

The County office building in the southern-central portion of the project site would undergo comprehensive interior renovations to accommodate Second District field offices; offices for other County programs including locker rooms for use by the Sheriff's Department; a conference room/gallery/historical center; and additional office/retail space. The spaces in the County Office building would operate from Monday to Friday 8:00 A.M. to 5:00 P.M., except for the Sheriff's locker room, which would be accessible by Sheriff Station personnel 24 hours per day. However, it is anticipated that the locker room facilities would typically be utilized between 6:00 A.M. and 10:00 P.M.

Other improvements to on-site buildings include restoration of all existing building facades to replicate their original appearance and finishes, albeit with modern materials, and to accommodate modern life safety and other utility systems. Exterior improvements would include, but not be limited to, repairs to deteriorated eaves and the installation of energy-efficient windows to replace existing deteriorating windows. A new air conditioning system is proposed for installation inside the Sheriff's Station (i.e., wall-mounted units) to allow the removal of existing window units visible from Lennox Boulevard.

The existing parking lot occupying the northern half of the project site would be divided into library/office parking and Sheriff's parking. The library/office parking would be selectively demolished, repaved, and reconfigured. Parking lot reconfiguration would result in the library and County office building having 46 dedicated parking spaces including two handicap-accessible spaces as well as new landscape planter islands and a trash enclosure. Dedicated Sheriff's Department parking to the north of the Sheriff's Station would be delineated by gate-controlled access from the library/office parking lot and would also continue to be accessible via the existing driveway from Lennox Boulevard. New light standards would be installed in the library/office parking lot.

Other on-site improvements include restoration of existing library signage, installation of a small monument sign for the Second District field offices to be accommodated in the renovated County office building, and new landscaping.

E. CONSTRUCTION SCHEDULE

Construction is anticipated to take approximately 19 months following approval of the proposed project and environmental documentation by the County. At this time, it is estimated that project construction would start in February 2012 and proceed in phases as follows:

- Demolition and Hazardous Materials Abatement: February - April 2012
- Grading: April - June 2012
- Improvements to existing buildings: April 2012 - June 2013
- New construction: June 2012 - June 2013
- Utilities, installation of furniture, fixtures, and equipment (FF&E): June - August 2013

F. NECESSARY APPROVALS

The approvals and permits required for implementation of the proposed project include, but may not be limited to, the following:

- Department of Regional Planning approval;
- Site Plan Review by the County of Los Angeles;
- Parking Waiver;
- Covenant and Agreement to maintain parking spaces;
- Grading Permit with SUSMP documentation;
- Lot tie for the northern portion of the project site;
- Los Angeles County Fire Department approval and clearance
- Building Permit;
- Sign Permit; and
- Use and Occupancy Permit.

ATTACHMENT B

EXPLANATION OF CHECKLIST DETERMINATIONS

ATTACHMENT B

EXPLANATION OF CHECKLIST DETERMINATIONS

I. AESTHETICS

Would the project:

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

No Impact. Scenic views or vistas generally refer to broad, panoramic views from public vantage points of natural features, such as the ocean, hillsides, or mountains, or urban landscapes, such as city skylines. The determination of project impacts on views is based on the degree to which project features could partially or entirely obstruct existing view sightlines of these features from public vantage points in the project area.

As noted in Attachment A, *Project Description*, to this Initial Study, the project site is located in a heavily urbanized area within the community of Lennox. The project site sits at the intersection of Lennox Boulevard and Hawthorne Boulevard, both of which are major arterials; Hawthorne Boulevard is designated in the County of Los Angeles General Plan as a primary corridor providing regional as well as local access. The Hawthorne Boulevard corridor is generally zoned C-3, Unlimited Commercial, north and south of Lennox Boulevard, and Lennox Boulevard is zoned C-2, Neighborhood Business, in the project vicinity. Single- and multi-family residential uses lie east and west of the project site along Lennox Boulevard.

Accordingly, the immediate project vicinity is generally characterized by commercial development and some multi-family uses, as shown in the aerial photograph provided in Figure A-2 in Attachment A, *Project Description*. Land uses north of the project site include (from west to east) a bar/club and auto body repair shop, and a multi-family residential apartment building located approximately 85 feet north of the existing on-site surface parking area and approximately 210 feet from the proposed library addition. An on-site surface parking lot leased by the Sheriff's Station is immediately north of the Sheriff's station. A two-story multi-family residential apartment building and surface parking are located immediately to the east, within 5 feet of the project site property boundary and 130 feet from the proposed library addition, with mixed single- and multi-family uses farther east on Lennox Boulevard. Land uses to the south across Lennox Boulevard include retail commercial storefronts and surface parking (on the southeastern corner of the intersection) and a shopping center on the southwestern corner of the intersection. Land uses west of the project site, across Hawthorne Boulevard, include a fast-food restaurant, car wash, and other retail commercial uses.

The project site is currently developed with the Lennox Library, vacant County office building, and Lennox Sheriff's Station. On-site buildings were originally constructed between 1947 and 1948 as the Lennox Civic Center, with a library wing addition constructed in 1953. The buildings were constructed as a single connected complex in a Traditional Mid-Century Modern architectural style. The primary entrance to the library faces the corner of Lennox and Hawthorne Boulevards, with the County office building and Sheriff's Station facing Lennox Boulevard. The library and County office building are one-story buildings and the Sheriff's Station building is two stories. All are set back from Lennox Boulevard behind a deep lawn, with scattered specimen trees (including palms, ginkgo, and acacia). The library and County office building have

some foundation plantings along the building perimeters; the Sheriff's Station setback is planted with more mature landscaping including trees and shrubs. The rear (northern) portion of the project site is developed with surface parking for the Sheriff's Station, outbuildings containing Sheriff's Department offices and an auto maintenance shop, and minimal landscaping lining the parking lot. A small courtyard containing lawn and a single mature Chinese Elm (*Ulmus parvifolia*) tree is framed by the wings of the County office building and opens onto the parking lot in the rear; it was once accessible via the pedestrian breezeway from the Lennox Boulevard project frontage, but the breezeway is currently gated and pedestrian access through the Civic Center complex from the front is no longer possible.

The proposed project would demolish the two 1953 additions to the library, both of which are located on the rear or northern elevation of the library facing the parking lot. The project proposes to expand the library with a new one-story wing along the library's northern elevation; renovate the interior of the County office building to accommodate offices and amenities for County programs; reconfigure the courtyard between the library and County office building to allow pedestrian access from the parking lot; re-establish pedestrian access through the Civic Center complex, between Lennox Avenue and the parking lot to the rear; renovate the facades of the library, County office building, and Sheriff's Station; reconfigure the parking lot to increase the number of spaces; and introduce new landscaping elsewhere throughout the project site, including reconfiguration of the library entrance and redesign of the open lawn and plaza in front of the County office building.

The design of the proposed library addition is intended to be architecturally complementary of the existing library building, while accommodating the contemporary needs of the community for expanded library services and improved access to the adjacent County office building from the rear, or north.

The new library addition would be in a modern architectural style that is sympathetic, but contrasting, to the original architecture. The new exterior walls would be smooth exterior plaster to match the library entry structure. The windows would be sized and located to match the rhythm of the existing windows. The contrast of the new exterior plaster to the existing red brick would provide a clear demarcation between the original building and the addition. This approach would be reinforced by recessing the transition between the new and original architecture, which maintains critical a sight line. The existing building is dominated by a strong eave line and that line would be maintained and reinforced in the new addition by horizontal shading elements. The height of the new addition would mimic the two story sheriff's building at the other end of the complex.

The library addition would be a single-story, high-ceilinged, flat-roofed building approximately 19 feet above grade to the roof parapet (approximately 24 feet above grade to the top of rooftop mechanical equipment screens). The addition would be similar in height to the existing library building's roof peak of 19-feet and would mirror the height of the two-story Sheriff's Station at the eastern end of the project site. The library addition would be located along the original building's northern elevation, similar to the existing 1953 additions. Although the new addition would be larger in size than the 1953 wings it replaces, it would be slightly recessed behind a landscaped setback where it meets the original building, so as to distinguish it from, and minimize its visibility behind, the original library from when viewed from Lennox Boulevard and Hawthorne Boulevard. Given the limited extent of the increase in the height of the building and the setback, the library addition would not result in the obstruction of long-term views across the site. No adverse effects on scenic views would occur with the library addition.

Existing library patrons predominantly arrive at the project site by public transit or on foot.¹ The project would serve to enhance and encourage pedestrian access to the library and County office building from the intersection of Lennox and Hawthorne Boulevards and from the Lennox Avenue frontage, and would also enhance pedestrian access through the site. The existing courtyard associated with the County office building would be reconfigured to accommodate access to the library and community room from the rear of the site.

Renovations to all existing building facades on the project site, including the Sheriff's Station, would respect and either closely match or complement existing, original architectural features such as trim, window design, surface treatments, etc. Generally, the façade improvements would be stylistically similar to the existing building architecture.

Finally, the reconfigured parking lot would increase the number of spaces and incorporate landscaping in island planters.

The project's landscaping would include numerous trees all along the western (Hawthorne Boulevard) and southern (Lennox Boulevard) perimeters of the site that include London plane trees and Chitalpa trees. Figure B-1, *Landscape Planting Plan*, illustrates the landscape plan for the project. Along Lennox Boulevard, the trees would be clustered in front of the Library, County office and Sheriff's Station facilities. Various ornamental shrubs and groundcover would also be utilized along the western and southern perimeters of the site. The interior of the site would also include numerous planters with trees located throughout the parking area. The trees throughout the site would be a mix of London Plane, Australian willow, Chitalpa and NCN trees. The project's landscaping would substantially increase the amount of trees and vegetation on site compared to existing conditions.

There are no scenic vistas of nearby or distant resources available from off-site vantage points in the project area, and no scenic vistas are available from the project site. The proposed project would not introduce new or visually incompatible uses on the project site, but rather would rehabilitate the most visually prominent portions of the complex in a manner sympathetic with the existing architectural style, modernize the rear portions of the complex, and introduce landscaping improvements along the primary Lennox Boulevard frontage. Project implementation would not, therefore, have a substantial effect on any scenic vistas and is expected to substantially improve the project site's aesthetic character, and views of the project site from off-site. Thus, no impacts on scenic vistas would occur with project implementation and no mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway?

No Impact. As stated in the response to Question I.a, the project site sits at the intersection of Lennox Boulevard and Hawthorne Boulevard, major arterials that serve as predominantly commercial corridors in the project area. Neither roadway is designated as a State scenic highway or as a scenic corridor in the County of Los Angeles General Plan. The nearest eligible state scenic highway is Highway 1, located approximately six (6) miles northwest of the project site. The nearest designated state scenic highway is

¹ *Communication between the County of Los Angeles Department of Public Works, and PCR Services Corporation, August 27, 2011.*

Angeles Crest Highway (Route 2) located approximately 20 miles northeast of the Lennox. Accordingly, the project site does not lie within a scenic corridor and would not impact resources within a state scenic highway. The proposed project would not remove or damage any existing scenic resources, but instead would rehabilitate existing visual resources (i.e., on-site buildings) and introduce new landscaping to enhance the visual appeal of the Civic Center complex and pedestrian access. Existing trees on the project site include young and mature palms, ginkgo, a large acacia in the rear courtyard between the library and County office buildings, and a carrotwood tree in front of the library building; most of the existing landscaping would be replaced with a cohesive landscape palate. Approximately 10 trees would be removed as part of the project. However, over 40 new trees would be planted throughout the site as part of the project (see Figure B-1). Based on the above, no impact would occur in this regard and no mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. As stated in the response to Question I.a, the proposed project would not introduce new or visually incompatible uses on the project site, but rather would rehabilitate the most visually prominent portions of the complex, construct modern additions at the rear of the complex, and introduce landscaping improvements along the primary Lennox Boulevard frontage. Please refer to response to Question I.a, for a detailed discussion of the project's design features and surrounding land uses.

The new library addition would be in a modern architectural style that is sympathetic, but contrasting, to the original architecture. The new exterior walls would be smooth exterior plaster to match the library entry structure. The windows would be sized and located to match the rhythm of the existing windows. The contrast of the new exterior plaster to the existing red brick would provide a clear demarcation between the original building and the addition. This approach would be reinforced by recessing the transition between the new and original architecture, which maintains critical a sight line. The existing building is dominated by a strong eave line and that line would be maintained and reinforced in the new addition by horizontal shading elements. The height of the new addition would mimic the two story sheriff's building at the other end of the complex.

Renovations to all existing building facades on the project site, including the Sheriff's Station, would respect and either closely match or complement existing, original architectural features such as trim, window design, surface treatments, etc. Generally, the architectural style of the façade improvements would be similar to existing conditions.

The project site is visually distinct from its surroundings because of its obvious civic aspect, distinctive architectural style compared to adjacent commercial development, and deep landscaped setbacks from surrounding roadways. Project implementation would keep these distinctive features intact and is expected to substantially improve the project site's aesthetic character, and views of the project site from off-site, including from multi-family residential uses to the rear. A cohesive new landscape palate would be installed that includes trees, shrubs, and groundcover. The project's landscaping would include numerous trees all along the western (Hawthorne Boulevard) and southern (Lennox Boulevard) perimeters of the site that include London plan trees and Chitalpa trees. Figure B-1 illustrates the landscape plan for the project. Along Lennox Boulevard, the trees would be clustered in front of the Library, County office and Sheriff's Station facilities. Various ornamental shrubs and groundcover would also be utilized along the western and

TREE LEGEND					
SYMBOL	DESCRIPTION	COMMON NAME	SIZE	QUANTITY	REMARKS
	ARBUTUS MARINA STANDARDS	NCN	24" BOX	18	INSTALL PER DETAIL #2 SHEET LPD-1
	X GITALPA TASHKENTENSIS PINK DAWN STANDARDS	GITALPA	36" BOX	13	INSTALL PER DETAIL #1 SHEET LPD-1
	GEUERA PARVIFLORA BUSH FORM / LOW BRANCH	AUSTRALIAN YELLOH	24" BOX	6	INSTALL PER DETAIL #2 SHEET LPD-1
	PLATANUS ACERIFOLIA COLUMBIA STANDARDS	LONDON PLANE TREE	24" BOX	4	INSTALL PER DETAIL #2 SHEET LPD-1
	EXISTING TREE TO REMAIN. PROTECT IN PLACE. PRUNE AND LACE TREE TO AVOID BUILDING AND BUILDING EYE. SEE TREE PROTECTION AND PRUNING NOTES ON SHEET LPD-1				

TREE CONTAINER SIZE LEGEND	
SYMBOL	DESCRIPTION - REMARKS
	24" BOX (DOUBLE STAKE PER DETAIL 1 OR 2 SHEET LPD-1)
	36" BOX (SIX PER DETAIL #1 SHEET LPD-2)

NOTE: WHERE SPACE DOES NOT PERMIT GOING, TRIPLE-STAKE 36" TREE USING STAKES AND MATERIAL IN DETAIL #2 SHEET LPD-1. EQUAL TRIANGULAR STAKES AROUND TREE.

SHRUB AND GROUND COVER LEGEND						
ABBR.	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	REMARKS	
ALO. BE.	ALICE X BLUE ELF	NCN	3 GAL	167	INSTALL PER #3 SHEET LPD-1.	
ARB. GCH.	ARBUTUS UNEDO 'GOMPACTA'	STRAWBERRY SHRUB	5 GAL	56		
GAL. FC.	GALVEZIA SPECIOSUM 'FIRECRACKER'	ISLAND BUSH SNAPDRAGON	5 GAL	150		
GER. SAN.	GERANIUM SANQUETUM	BLOODY CRANESBILL	1 GAL	236		
HES. YEL.	HESPERALOE PARVIFLORA 'YELLOW'	YELLOW HESPERALOE YUECA	5 GAL	21		
I.LE. VOM.	ILEX VICTORIA 'STONES'	DWARF YALPON HOLLY	5 GAL	57		
LAN. NO.	LANTANA HYBRID 'NEW GOLD'	NEW GOLD LANTANA	1 GAL	21		
MAH. REP.	MANONIA REPENS	CREeping MANONIA	5 GAL	42		
MYO. PAR.	MYOPORUM PARVIFOLIUM 'TUTAH CREEK'	NCN	1 GAL	336		
MSH. CAP.	MALEBERBIA CAPULARIS 'REGAL HST.'	REGAL HST. MARY.	5 GAL	118		
RHA. EC.	RHAMNUS CALIFORNICA 'EVE CASE'	COFFEEBERRY	5 GAL	21		
SAL. GRE.	SALVIA GREGGII 'HOT PINK'	AUTUMN SAGE	5 GAL	74		
TEC. SA.	TEGOMA HYBRID 'SIERRA APRICOT'	NCN	5 GAL	64		

SYMBOL LEGEND:
 60-5 GAL. SAL. GRE.
 DENOTES PLANT MATERIAL. SEE LEGEND.
 PLANT SIZE 12 GAL. + 5 GALLON, 1 GAL. + 1 GALLON
 DENOTES QUANTITY IN GROUP

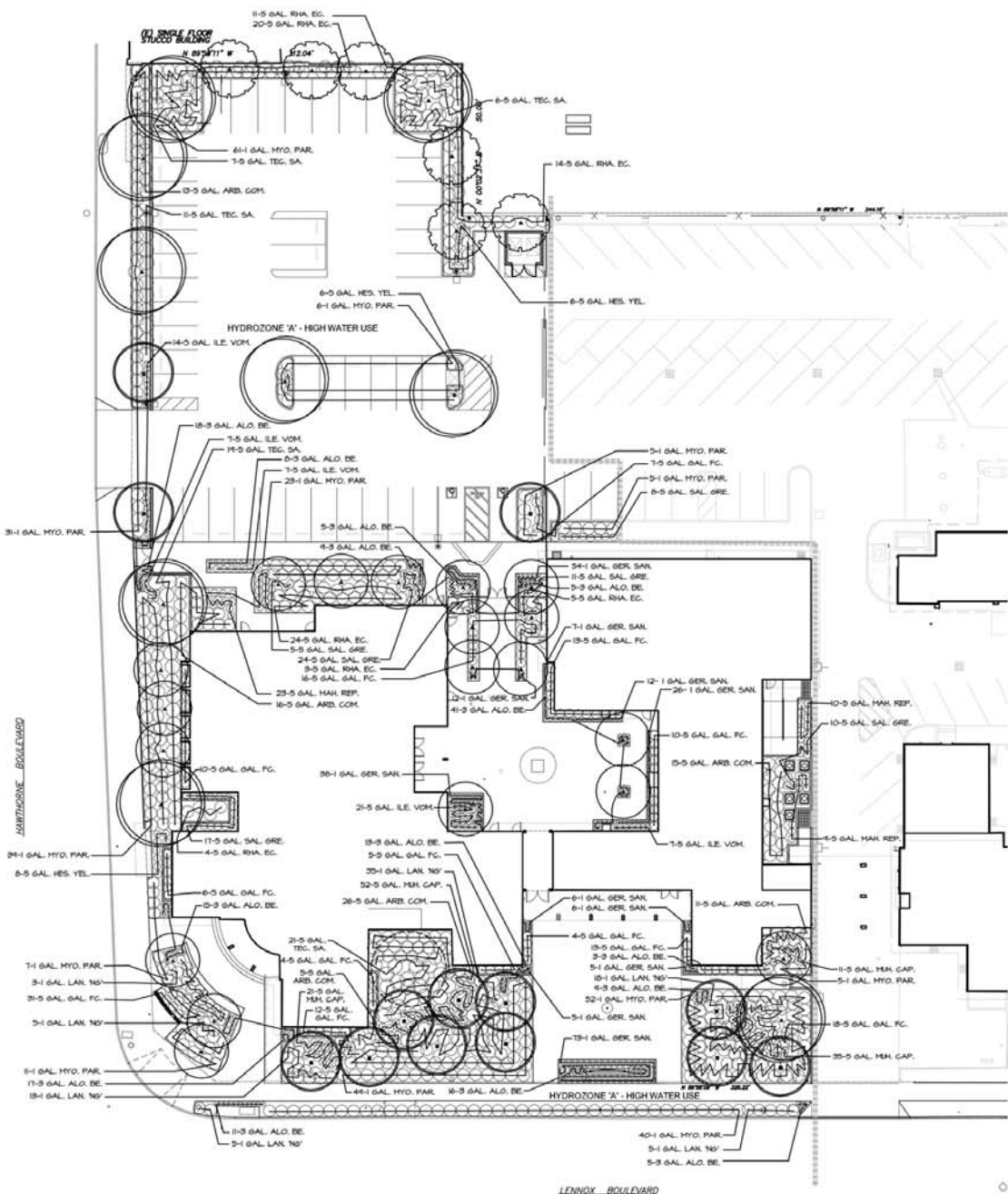
THE FOLLOWING PLANT MATERIALS ARE AVAILABLE THROUGH MOUNTAIN STATES WHOLE SALE NURSERY. NO SUBSTITUTIONS. CONTACT AT 1526 N FENDY FROUD 1626-2141/1626

- ALICE X BLUE ELF
- HESPERALOE PARVIFLORA 'YELLOW'
- LANTANA 'NEW GOLD'
- MALEBERBIA CAPULARIS 'REGAL HST.'
- TEGOMA HYBRID 'SIERRA APRICOT'

ALL PLANT QUANTITIES SHOWN ON LEGENDS ARE FOR GENERAL INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN TOLERANCES AND QUANTITIES BASED ON ACTUAL GRAPHIC CIRCLES SHOWN ON PLAN.

DROUGHT - TOLERANT LANDSCAPING REQUIREMENTS

- NINETEEN PER CENT OF ALL LANDSCAPING MUST BE DROUGHT - TOLERANT GRASS/TURF
- MAXIMUM 25% OF ALL LANDSCAPING
- MAXIMUM TOTAL 5,000 SQUARE FEET AREA
- MUST BE WATER-EFFICIENT
- MINIMUM FIVE FEET WIDTH
- GROUP PLANTS WITH SIMILAR WATERING NEEDS



Conceptual Landscape Planting Plan

Lennox Library and Community Center

Source: TCLA, Inc., 2011.



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southern perimeters of the site. The interior of the site would also include numerous planters with trees located throughout the parking area. The trees throughout the site would be a mix of London Plane, Australian willow, Chitalpa and NCN trees. Approximately 10 trees, mostly located along the perimeter of the surface parking lot, would be removed as part of the project. No visually prominent trees along the perimeter of the site would be removed. However, over 40 new trees would be planted throughout the site as part of the project (see Figure B-1). Thus, the project's landscaping would substantially increase the amount of trees and vegetation on site compared to existing conditions.

Overall, impacts with respect to the existing visual character or quality of the site and its surroundings would be less than significant and no mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project site is already developed with an operational library and Sheriff's Station. Project implementation would restore use of the County office building to previous operational levels, and would expand the library and County office building along their rear (northern) elevations. Project implementation would not introduce neither new uses on-site, nor major substantial new sources of light or glare. New sources of lighting would be relatively low-level and would be limited to visible illumination of interiors of the proposed building additions, exterior building security lighting, lighted pedestrian walkways, landscape lighting, and 16 new parking lot light standards north of the library. All new light sources would be located on the western portion of the Civic Center property, west of the Sheriff's Station driveway accessed from Lennox Boulevard, and the nearest sensitive receptors under the future project conditions would be multi-family residential uses located approximately 225 feet north of the nearest new building addition.

A photometric analysis was prepared for the project that illustrates the level of lighting in foot-candles.^{2,3} The analysis shows a maximum of 0.5 foot candles at the northernmost project boundary. While new on-site light sources would be visible from the residential uses to the north, there would be no noticeable change in the lighting levels at those residences because of the intervening distance. Moreover, the project would not include the use of highly reflective materials that could result in substantial glare impacts. Overall, light and glare impacts would be less than significant and no mitigation is required.

² OMB Electrical Engineers, *Site Photometric Plan, September 2011*. Included as Appendix B of this document.

³ Foot-candle is a unit of illuminance on a surface that is one foot from a uniform point source of light of one candle and equal to one lumen per square foot.

II. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:

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

No Impact. No agricultural uses or related operations exist on the project site or in the surrounding area. The project site is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and no mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The site is zoned C-2: Neighborhood Business, which permits commercial services, retail sales, and public service uses. No agricultural uses are present on the project site. The California Legislature passed the Williamson Act in 1965 to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. The Act creates an arrangement whereby private landowners contract with counties and cities to voluntarily restrict their land to agricultural and compatible open-space uses. As no portions of the project site are enrolled in a Williamson Act contract or anticipated to affect agricultural zones, development of the project would not result in a conflict relative to existing zoning for an agricultural use or with Williamson Act contracts. Therefore, no impacts associated with this issue would occur and no mitigation is required.

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

No Impact. As stated above, the project would be constructed on a currently developed site in an urban area and is not located on any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Development of the existing library and sheriff's station would not result in the conversion of farmland to non-agricultural use. Thus, no impacts to agricultural resources would occur and no mitigation is required.

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

No Impact. The project site is located on a lot designated for commercial use and zoned C-2, Neighborhood Business Zone. Permitted uses include commercial and services uses including libraries, policies stations and other civic uses. Project implementation would not result in the loss or conversion of forest land to non-forest use. Thus, no impacts to agricultural resources would occur and no mitigation is required.

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?

No Impact. As stated above, the project site is located on a lot designated for commercial use and zoned C-2, Neighborhood Business Zone. Permitted uses include commercial and services uses including libraries, policies stations and other civic uses. Project implementation would not result in the loss or conversion of farmland or forest land to non-agricultural or non-forest use. Thus, no impacts to farm land or forest land would occur and no mitigation is required.

III. AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the AQMP or Congestion Management Plan?

Less Than Significant Impact. The project site is located within the 6,745 square mile South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, PM10, and PM2.5). The project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP and are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP are based on projections originating with the County General Plans.

A project is consistent with the AQMP if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The proposed project is consistent with local zoning ordinances. As discussed below in the responses to Question XIII, Population and Housing, an estimated eight additional employees could be accommodated following project implementation, and any residential growth in the area resulting from the new employment opportunities on-site would be inconsequential. Thus, it can be concluded that the proposed project would be consistent with the projections in the AQMP. In addition, as further discussed below, project implementation would not exceed any ambient air quality standards or thresholds. Therefore, the proposed project would not be anticipated to conflict with or obstruct implementation of the SCAQMD's AQMP.

The state currently requires that a Congestion Management Program (CMP) be developed, adopted and updated biennially for every county. The CMP was enacted by the Metropolitan Transportation Authority (Metro) to address traffic congestion issues within the County of Los Angeles that could impact quality of life and economic vitality. The intent of the program is to provide an analytical basis for transportation decisions throughout the state. An analysis is required at all CMP monitoring intersections for which a project is projected to add 50 or more trips during any peak hour. In addition, analysis is required for all freeway segments for which a project is projected to add 150 or more hourly trips, in each direction, during the peak hours analyzed.

The proposed project is not expected to generate more than 50 trips during any peak hour. The Traffic Technical Memorandum prepared for the project, summarized in the responses to Questions XVI.a through g and provided in Appendix G of this document, demonstrated that the project would generate no more than 39 peak hour trips. Because the project's increases are not predicted to exceed any CMP thresholds, no impact to the CMP network would occur. Therefore, further analysis is not required. Thus, the project would not conflict with or obstruct implementation of the CMP.

Based on the above discussion of applicable air quality plans, implementation of the proposed project would result in less than significant impacts and no mitigation is required.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. As indicated above, the project site is located within the SCAB, which is characterized by relatively poor air quality. State and federal air quality standards are often exceeded in many parts of the SCAB, including those monitoring stations nearest to the project location. The proposed project would contribute to local and regional air pollutant emissions during construction (short-term) and project occupancy (long-term). Rather than requiring project proponents to use refined dispersion models to demonstrate that an increase in emissions will not cause or contribute to any existing or projected air quality violation, the SCAQMD has established mass-based thresholds. Emissions under these thresholds are not expected to result in a violation of applicable air quality standards. Thus, based on the following analysis, construction and operation of the project would result in emissions that do not exceed the significance thresholds for criteria air pollutant emissions established by the SCAQMD, and the project would result in less than significant impacts relative to its contribution to a violation.

Construction

Construction has the potential to create regional air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from demolition, site preparation, and construction activities. Mobile source emissions, primarily particulate matter (PM) and nitrogen oxides (NO_x), would result from heavy duty haul truck travel and the use of construction equipment. Such construction equipment includes bulldozers, backhoes, cranes, forklifts, loaders, and paving equipment. Haul truck travel during demolition activities is expected to be approximately five trips per day. A detailed listing of construction equipment and haul truck numbers assumed in the analysis is provided in Appendix A of this document. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release volatile organic compounds (VOCs). Construction

emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Regional Impacts

Regional construction-related emissions associated with construction equipment were calculated using the URBEMIS2007 emissions inventory model originally developed by the California Air Resources Board (CARB). Model results are provided in Appendix A of this document. The analysis assumed that all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust, such as applying water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes during demolition and earthmoving activities and maintaining at least six inches of freeboard on haul vehicles. A summary of maximum daily regional emissions by construction phase is presented in **Table B-1, Unmitigated Regional Construction Emissions**, along with the regional significance thresholds for each air pollutant. As shown therein, maximum regional construction emissions would not exceed the thresholds for VOC, NO_x, carbon monoxide (CO), sulfur dioxide (SO_x), PM₁₀, or PM_{2.5}.

Table B-1

Unmitigated Regional Construction Emissions^a
(pounds per day)

	<u>VOC</u>	<u>NO_x</u>	<u>CO</u>	<u>SO₂</u>	<u>PM₁₀^b</u>	<u>PM_{2.5}^b</u>
Maximum Regional Emissions (On-site + Off-site) By Stage						
Demolition	3	25	14	<1	4	2
Mass Site Grading	5	42	24	<1	16	5
Building Construction ^c	8	42	24	<1	16	5
Asphalt Paving	2	14	10	<1	1	1
Architectural Coatings (Façade)	3	<1	<1	<1	<1	<1
Maximum Regional Emissions	8	42	24	<1	16	5
Regional Construction Daily Significance Threshold ^d	75	100	550	150	150	55
Over/(Under)	(67)	(58)	(526)	(150)	(134)	(50)
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Emissions (On-site) By Stage						
Main Building						
Demolition	3	22	11	<1	4	1
Mass Site Grading	5	41	21	<1	16	5
Building Construction	8	41	21	<1	16	5
Maximum Localized Emissions at Main Building	<1	<1	<1	<1	<1	<1
Localized Significance Threshold at 60 m ^e	-	150	1,493	-	28	9
Over (Under)	-	(109)	(1472)	-	(12)	(4)
Exceed Threshold?	-	No	No	-	No	No
Parking Lot						
Asphalt Paving (Parking Lot Reconfiguration)	2	14	9	<1	1	1
Localized Significance Threshold at 30 m ^f	-	146	1,218	-	15	6
Over (Under)	-	(133)	(1210)	-	(14)	(5)
Exceed Threshold?	-	No	No	-	No	No

Table B-1

Unmitigated Regional Construction Emissions^a
(pounds per day)

	VOC	NO _x	CO	SO ₂	PM ₁₀ ^b	PM _{2.5} ^b
Building Façade						
Architectural Coatings (Façade)	3	<1	<1	<1	<1	<1
Localized Significance Threshold at 25 m ^g	-	149	1,188	-	10	6
Over (Under)	-	(149)	(1188)	-	(10)	(6)
Exceed Threshold?	-	No	No	-	No	No

^a Compiled using the URBEMIS2007 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A of this document.

^b PM₁₀ and PM_{2.5} emissions estimates are based on separate SCAQMD Localized construction worksheets (provided in Appendix A) and are also in compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

^c Asphalt paving and architectural coating would occur during the building stage.

^d SCAQMD Mass Daily Significance Thresholds. <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>

^e The SCAQMD Localized Significance Thresholds (LSTs) are based on Source Receptor Area No. 3 (Southwest Coastal Los Angeles County) interpolated for a 2.8-acre site within a 130 foot (40-meter) receptor distance. <http://www.aqmd.gov/ceqa/handbook/lst/appC.pdf>

Source: PCR Services Corporation, 2011.

Localized Impacts

The localized effects of daily construction emissions generated on-site were evaluated for sensitive receptor locations potentially impacted by the project according to the SCAQMD's localized significance threshold (LST) methodology, which utilizes on-site mass emissions rate look-up tables and project specific modeling, where appropriate. LSTs are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA) and distance to the nearest sensitive receptor. The nearest sensitive land uses to the construction activities for the renovation and expansion of the library are multi-family residences, north of the Civic Center complex, approximately 235 feet (ft) or 72 meters (m) away. Construction activities related to renovation of the County office building would occur approximately 210 ft (64 m) from those same residential uses, at their closest point. As a conservative approach, localized impacts during both of those construction phases were assessed at a distance of 200 ft (60 m) from the site of construction activity. Reconfiguration of surface parking (re-striping) is expected to occur 100 feet or 30 meters away from the residential uses to the north and east, at the closest point. Renovations to the Sheriff's Department building façade and landscape improvements would bring those construction activities within 5 ft (2 m) of multi-family residences east of the project site. The shortest source-receptor distance (i.e., most stringent) LST thresholds established by the SCAQMD were used to assess impacts during those phases. For PM₁₀ and PM_{2.5}, LSTs were derived based on the requirements of SCAQMD Rule 403, Fugitive Dust. The mass rate look-up tables were developed for each SRA and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. The LST mass rate look-up tables only apply to projects that are less than or equal to five acres in size.

A conservative estimate of maximum local (on-site) daily emissions for NO_x, PM₁₀, PM_{2.5}, and CO for each phase of construction is presented in Table B-1. Localized construction emissions thresholds, based on the construction site acreage and distance to the closest off-site sensitive receptor, were obtained from the LST look-up tables and are also listed in Table B-1.

As illustrated in Table B-1, construction-related daily maximum localized emissions would not exceed the SCAQMD daily significance thresholds for NO_x, CO, PM₁₀, or PM_{2.5}. Therefore, localized construction emissions resulting from the project would be below the mass-based thresholds, and therefore would not result in a violation of applicable air quality standards.

Emissions from the project's construction activities would fall below both localized and regional SCAQMD significance thresholds. It should be noted that construction emissions calculated in Table B-1 represent the most intensive possible construction scenario in which all equipment during each phase will be operating simultaneously and haul trucks would be operating at full capacity. Under real-world conditions, this scenario is unlikely to occur; however, this approach was taken to be conservative. Therefore, project construction would not violate an air quality standard or contribute significantly to an existing or projected air quality violation, and impacts would be less than significant and no mitigation measures would be necessary.

Operational Impacts

The SCAQMD has separate significance thresholds to evaluate potential impacts associated with the incremental increase in criteria air pollutants associated with long-term project operations. Operational emissions related to baseline and project conditions were computed using the URBEMIS2007 emissions inventory model.

Regional Impacts

Implementation of the proposed project would result in an increase in the number of vehicle trips to and from the proposed educational, municipal, and commercial uses as compared to existing uses. The Traffic Memorandum prepared by Fehr and Peers, dated September 22, 2011 (see Appendix G), estimates that there may be an additional 322 daily trips upon build-out of the proposed improvements. The proposed project would also result in an increase in stationary source emissions, including the consumption of fossil fuels for comfort heating and the generation of electricity for cooling, lighting, and power needs, as compared to existing conditions. The model does not account for the increased energy efficiency of new building materials as required by the California Green Building Standards Code (CALGreen), as compared to the existing structures, some of which were built in the 1940s and 1950s. Thus, the calculations of the net change in emissions resulting from energy consumption presented herein are conservative. The results of the detailed emissions calculations are provided in **Table B-2, Maximum Incremental Increase in Project-Related Operational Emissions**, and URBEMIS model output files are contained in Appendix A of this document. As indicated therein, the project would result in an increase of criteria pollutant emissions. However, this increase would be below the SCAQMD daily significance thresholds for long-term regional operations, and would not be predicted to contribute to a violation of air quality standards. Therefore, the project would have a less than significant impact on air quality resulting from long-term operational emissions, and no mitigation measures would be necessary.

Table B-2

**Maximum Incremental Increase in Project-Related Operational Emissions
(Pounds per Day)**

Emission Source	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Regional Emissions						
Net Project						
Mobile	3	5	39	<1	8	2
Area ^a	<1	<1	5	<1	<1	<1
Stationary ^b	<1	<1	<1	<1	<1	<1
Total	4	6	44	<1	9	2
SCAQMD Significance Threshold	55	55	550	150	150	55
Difference	(51)	(49)	(506)	(150)	(141)	(53)
Significant?	No	No	No	No	No	No
Localized Emissions						
Net Project						
Area ^a	<1	<1	5	<1	<1	<1
Stationary ^b	<1	<1	<1	<1	<1	<1
Total	<1	<1	5	<1	<1	<1
Localized Significance Threshold ^c	N/A	141	1281	N/A	6	2
Difference		(140)	(1276)		(5)	(2)
Significant?	N/A	No	No	N/A	No	No

^a Area source emissions are calculated using the URBEMIS 2007 emissions model. Area sources include natural gas consumption, landscape fuel consumption, consumer products and miscellaneous sources (e.g., commercial solvent usage, architectural coatings).

^b Stationary source emissions include emissions due to project-related electricity generation. Electricity generation-related emissions are calculated based on guidance provided in the SCAQMD CEQA Air Quality Handbook.

^c The SCAQMD Localized Significance Thresholds (LSTs) are based on Source Receptor Area No. 3 (Southwest Coastal Los Angeles County) interpolated for a 2.8-acre site within a 60-meter receptor distance.
<http://www.aqmd.gov/ceqa/handbook/lst/appC.pdf>

Numbers may not add up exactly, due to rounding. Worksheets and modeling output files are provided in Appendix A of this document.

Source: PCR Services Corporation, 2011.

Localized Impacts

The SCAQMD has established LSTs to analyze the potential for on-site emissions from long-term operation of the proposed changes to impact nearby sensitive land uses. As shown in Table B-2, on-site emissions will be below the applicable LST thresholds for all pollutants studied.

In addition, the SCAQMD recommends an evaluation of potential localized impacts to street adjacent sensitive populations from the increase in vehicles accessing the project site. A hot-spot evaluation of potential localized CO impacts is required when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of D or worse. According to the Traffic Impact Analysis Memorandum submitted to the County of Los Angeles prepared by Crane & Associates in July 2011, none of the study intersections would meet this criterion. Therefore, no additional analysis of CO Hotspots is

necessary, and it is concluded that the proposed project would not cause any new or exacerbate any existing CO hotspots. Accordingly, impacts related to localized mobile-source CO emissions would be less than significant and no mitigation is required.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM₁₀) under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The SCAQMD's approach for assessing cumulative impacts related to operations is based on attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. As discussed earlier, the SCAQMD has developed a comprehensive plan, the 2007 AQMP, which addresses the region's cumulative air quality condition.

A significant impact may occur if a project were to add a cumulatively considerable contribution of a federal or state non-attainment pollutant. Because the SCAB is currently in nonattainment for ozone, PM₁₀ and PM_{2.5}, related projects could cause ambient concentrations to exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. In particular, CEQA Guidelines Sections 15064(h)(3) provide guidance in determining the significance of cumulative impacts. Specifically, Section 15064(h)(3) states in part that:

“A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency...”

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted 2007 Air Quality Management Plan (AQMP).

A project is deemed inconsistent with air quality plans if it results in population and/or employment growth that exceeds growth estimates in the applicable air quality plan. In turn, the AQMP relies upon growth projections adopted by the SCAG, which in turn relies upon adopted General Plan growth projections. Consequently, compliance with the County's General Plan typically results in compliance with the AQMP.

As discussed below in Population and Housing, an estimated eight additional employees could be accommodated following project implementation, and any residential growth in the area resulting from the new employment opportunities on-site would be inconsequential. The project is consistent with existing zoning and the County's General Plan.

Furthermore, as discussed above, peak daily emissions of operation-related pollutants would not exceed SCAQMD regional significance thresholds. By applying SCAQMD's cumulative air quality impact methodology, implementation of the proposed project would not result in an addition of criteria pollutants such that cumulative impacts would occur, in conjunction with related projects in the region. Therefore, the emissions of non-attainment pollutants and precursors generated by project operation in excess of the SCAQMD project-level thresholds would be less than significant and no mitigation is required.

d. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD *CEQA Air Quality Handbook*, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. The nearest sensitive receptors to the project site consist of multi-family residences located along Lennox Boulevard, to the east of the project site within 5 ft (2 meters) of the project boundary. These residential uses are also located adjacent to the Sheriff's Station which will undergo minor exterior façade improvements. Other sensitive receptors include residential uses approximately 235 feet (ft) or 72 meters (m) to the north, across Lennox Boulevard to the south, and along Lennox Boulevard beyond the multi-family residences next to the project site's eastern property boundary; Moffett Elementary School approximately 750 feet (230 meters) to the south-east; Dolores Huerta Elementary School approximately 1,100 feet (335 meters) to the north-east; Lennox Mathematics, Science and Technology Academy approximately 800 ft to the south; and Lennox Park approximately 1,500 feet west of the project site.

As described in the response to Question III.b above, construction and operation of the project would not result in any substantial localized or regional air pollution impacts, and therefore would not expose nearby sensitive receptors to substantial pollutant concentrations. In addition, construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust and other specified dust control measures. As such, impacts to off-site sensitive receptors from criteria pollutants would be less than significant and no mitigation measures would be necessary. Due to the low demand for heavy duty diesel construction equipment (e.g., limited earthmoving activities) needed to complete the project, toxic air contaminates (TAC) emissions from construction activities would not result in long-term health risks to existing off-site sensitive populations.

Typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. The proposed project would not include any of these potential sources. As such, the proposed project would not release substantial amounts of toxic contaminants, and no significant impacts on human health would occur. Based on the limited activity of the toxic air contaminant sources, the proposed project does not warrant the need for a health risk assessment, and potential air toxic impacts would be less than significant and no mitigation is required.

e. **Create objectionable odors affecting a substantial number of people?**

Less Than Significant Impact. Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. Diesel exhaust can be a source of objectionable odors, but these odors dissipate readily as mobile construction equipment moves about the active construction site. The contractor will limit idling of equipment when not in use. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. SCAQMD Rule 402 states that projects shall not discharge nuisance odors which cause detriment to or endanger the comfort or safety of the public. Via mandatory compliance with SCAQMD Rules, construction activities and materials are not expected to create objectionable odors affecting a substantial number of people.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project would not involve to these types of uses. On-site trash receptacles used by the project would be covered and properly maintained to prevent adverse odors. With proper housekeeping practices, trash receptacles would be maintained in a manner that promotes odor control, no adverse odor impacts are anticipated. Routine maintenance and surface coating would result in the intermittent use of materials with the potential to release odorous volatile compounds. As discussed above for construction, SCAQMD Rule 1113 controls the potential for odorous volatile emissions from architectural coatings and solvents. While there is a potential for odors to occur, compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance) and Rule 1113, and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts to a less than significant level. Accordingly, no mitigation is required.

IV. **BIOLOGICAL RESOURCES**

Would the project:

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

No Impact. The project site is located in an urban area of Los Angeles County and is currently developed with the Lennox Library, Sheriff's Station, County office building, and a paved surface parking lot. On-site vegetation is limited to the landscaped setback along the Civic Center's primary façade on Lennox Boulevard; a small landscaped courtyard between the library and County office building; and small areas of lawn and ornamental landscaping to the rear of the buildings. Approximately 10 specimen trees are scattered around the project site, including palms, ginkgo, carrotwood, and a large Chinese Elm in the rear courtyard between the library and County office building. None of the on-site vegetation is considered as candidate, sensitive, or special status species. Some of the larger, mature trees would not be removed from the site, while other trees would be removed (see Figure B-1 for the project's landscaping plan).

Because of the already developed nature of the project site and surrounding area, including lack of supporting vegetation, no candidate, sensitive, or special status species occur on the project site. Field

reconnaissance of the site by a PCR biologist on November 9, 2011 confirmed that no candidate, sensitive, or special status species occur on the project site. Species likely to occur on-site are limited to small terrestrial and avian species typically found in urban settings. Thus, the project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project would result in no impact and no mitigation measures would be required. A discussion of potential habitat for migratory bird species is provided in the response to Question IV.d below.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. As mentioned above, the project site and the surrounding area are completely developed and urbanized, and on-site vegetation is limited to ornamental landscaping. The project site is not located within a significant ecological area (SEA) and no riparian habitat or other sensitive natural communities exist on site. Los Angeles County developed the concept of the SEA in the 1970's in conjunction with adopting the original General Plan for the County, and SEAs are defined and delineated in conjunction with the Land Use and Open Space Elements of the County General Plan. An SEA is a designation in the Los Angeles County General Plan that denotes a particularly important natural area. Therefore, implementation of the project would have no impact on riparian habitat or other sensitive natural community and no mitigation measures would be required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The project site is in a developed, urbanized area that has been occupied by buildings comprising the Lennox Civic Center Complex that has been in continuous use since its construction in 1947-48 and a paved surface parking lot. The site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the project would have no impact on federally protected wetlands and no mitigation is required.

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 nursery sites?

Less Than Significant With Mitigation Incorporated. The project site and the surrounding area are completely developed and urbanized; therefore, the site does not act as a migratory corridor or provide an area for resident terrestrial wildlife movement as it is surrounded by urban development that extends for miles. No aquatic habitat is present on or adjacent to the site to support fish species. The highly developed conditions of the project site and surrounding area preclude its use as a native wildlife nursery site. Therefore, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or use of any native wildlife nursery site.

The project site contains ornamental trees, several of which are mature (i.e., greater than 12 inches in diameter at breast height). Some of the larger, mature trees would not be removed from the site, while other trees would be removed (see Figure B-1 for the project's landscaping plan). These mature trees could potentially provide nesting sites for migratory birds. While no nesting activity was observed on the site visit by a PCR biologist on November 9, 2011, removal of on-site mature trees could result in a potentially significant impact. To ensure that impacts are reduced to a less than significant level, Mitigation Measure BIO-1 is prescribed below. This mitigation measure would require tree removal activities to be conducted in accordance with the federal Migratory Bird Treaty Act (MBTA), in that tree removal would be scheduled between September 1 and February 14 to the extent possible. If tree removal is to occur outside this timeframe, mature trees would be surveyed for the presence of nests no more than seven (7) days prior to removal, and if nests are found, flagged with a buffer area until the nesting cycle has concluded or the nests have failed. With implementation of the requirements of the MBTA, impacts to migratory bird species would be reduced to a less than significant level.

Mitigation Measures

BIO-1: In accordance with the federal Migratory Bird Treaty Act (MBTA), any removal of mature trees shall be conducted between September 1 and February 14 to avoid the nesting season. If construction activity is to occur during the nesting season, all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist no more than seven (7) days prior to removal. If any active nests are detected, the area shall be flagged, along with a minimum 100-foot buffer (buffer may range between 100 and 300 feet as determined by the monitoring biologist), and shall be avoided until the nesting cycle has concluded or the monitoring biologist determines that the nest has failed. Monitoring by the biologist shall conclude when the nesting cycle has concluded or the monitoring biologist determines that the nest has failed.

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

No Impact. The project site contains several young trees (i.e., palms, ginkgo) and a mature acacia, Chinese elm and carrotwood tree, as well as ornamental landscaping, and does not contain any locally protected tree species. Based on field reconnaissance conducted by PCR biologist, Bob Huttar, on November 9, 2011, no oak trees occur on the project site. Thus, no locally protected biological resources exist on the project site. Therefore, the project would not conflict with local policies or ordinances protecting biological resources and no impacts would occur. Accordingly, no mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As discussed above, the site is not located within a SEA. Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in place for the project site. Therefore, implementation of the project would not conflict with any habitat conservation plans, and no impacts would occur in this regard. Accordingly, no mitigation is required.

V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Less Than Significant Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

A project with an effect that may cause substantial adverse change in the significance of a resource is a project that may have a significant impact on the environment. Per California Code of Regulations, Title 14, Chapter 3, Article 5, Section 15064.5 (b) (1), a substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property such that the significance of a historical resource would be materially impaired.

Known Historical Resources in the Project Vicinity

The historical resources investigations included archival records searches and literature reviews to determine: (i) if known historical resources sites have previously been recorded within the project site or within a one-quarter mile radius of the project site; (ii) if the project site has been systematically surveyed by historians prior to the initiation of the study; and/or (iii) whether there is other information that would indicate whether or not the project site is historically sensitive. PCR conducted a records search at the South Central Coastal Information Center (CHRIS-SCCIC) housed at California State University, Fullerton. This records search included a review of all previous historical resources investigations within the project area and within a one-mile radius of the project area. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Places (California Register), the National Register of Historic Places (National Register), and the California State Historic Resources Inventory (HRI) were reviewed. Previous surveys conducted in the Lennox community in 1993, 2000 and 2004 evaluated three properties built during the 1930s at 11109 Condon Avenue (0.5 miles from the project site), 10536 Firmona Avenue (0.25 miles from the project site), and 4814 W 104th Street (0.6 miles from the project site), which were determined ineligible for designation as historical resources.⁴ There are no known historic districts in the Lennox community that have been previously surveyed.

⁴ Office of Historic Preservation, *Directory of Properties in the Historic Property Data File for Los Angeles County*.

The archival records search conducted by PCR resulted in the identification of no previously surveyed historic resources in the project vicinity (quarter-mile radius), including none at the project site.

Potential Historical Resources Identified on the Project Site

A site visit of the project site and vicinity was conducted on June 2, 2011, by PCR architectural historians, Jon Wilson, M. Arch., and Amanda Kainer, M.S., to identify historic resources and assess potential impacts. PCR's architectural historians meet and exceed the Secretary of the Interior's professional qualifications standards in history, architectural history and historic architecture (see Appendix C for qualifications of the architectural historians). Constructed between 1947 and 1953, the Lennox Civic Center complex meets the 50-year age consideration of the National Register of Historic Places and retains sufficient architectural integrity to be evaluated for potential eligibility as a historical resource. PCR's Historic Resources Division prepared a Historic Resources Assessment Report dated June 2011 which considered the potential eligibility of the Civic Center for listing in the National Register of Historic Places and the California Register of Historical Resources, pursuant to CEQA. The results of the historic resources assessment are provided in Appendix C to this document and summarized below. The report contains a list of the authors and their qualifications. There were no potential historic districts or individual resources located within the project vicinity.

According to the Los Angeles County Assessor's records, the legal address for the Civic Center complex is 4359-31 Lennox Boulevard (APN 4034-032-902). The legal description of the project site is Lots 441, 442, and 443 of Tract 211, in the County of Los Angeles. Lennox Civic Center complex consists of three connected one- and two-story buildings, the Lennox Sheriff's Station, a County Office Building, and the Lennox Library. The roughly L-shaped Civic Center complex is situated on the northeast corner of the intersection of Lennox Boulevard and Hawthorne Boulevard, between Hawthorne Boulevard to the east, Freeman to the west, 106th Street to the north, and Lennox Boulevard to the south. The site is bordered on the west, north, and east by a brick wall and surface parking lot is located between the wall and the rear of the Civic Center buildings.

The Civic Center complex was designed by Adrian Wilson and originally constructed between 1947 and 1948 as the Lennox Civic Center. A Library wing addition, also designed by Adrian Wilson, was constructed in 1953 and other minor alterations have occurred over the years such as interior renovations and the installation of window air conditioners. The historical background for the subject Civic Center complex is summarized below.

Historic Background

The historical background summarized below provides contextual information for the evaluation of one potential historical resource identified on the project site, the Lennox Civic Center including the library building, which was built on the project site between 1947 and 1953.

The community of Lennox was originally part of Antonio Ygnacio Avila's Rancho Sausal Redondo. The Rancho Sausal Redondo was officially given to Redondo by the Mexican government in 1837 and extended from the coast inland to what is now Inglewood between present day Playa del Rey and Redondo Beach. In 1868, ten years after the death of Avila, the property passed to Sir Robert Burnett as settlement for debts accumulated by the Avila family. Burnett linked the newly acquired acreage with a large parcel he had

previously purchased in the vicinity of what is now Inglewood and called the combined holdings Rancho Centinela. Five years later, Burnett returned to his native Scotland. Daniel Freeman, a Canadian lawyer, leased the land and eventually purchased the entire ranch. In 1887, in the midst of the Southern California real estate boom, Freeman sold several tracts of his land. The area composing contemporary Lennox was purchased by a group of investors, the Hawthorne Land Company.

Founders of the Hawthorne Land Company, Benjamin I Harding and Harry Dana Lombard, purchased acreage from the land company and formed Hawthorne Improvement Company. The Hawthorne Improvement Company planned to subdivide some of the acreage and build an 80-acre town with streets and residential and commercial lots. The town plan was designed and the by 1907 over 100 homes had been constructed. When the town was incorporated in 1921, the north area of the Hawthorne subdivision which appears to have remained agricultural was not included. This small section of land between Hawthorne, Inglewood, and what would later become the Los Angeles International Airport, became the community of Lennox, named after Lennox, Massachusetts.

Lennox was subdivided before 1927, but was never incorporated, remaining an unincorporated area of Los Angeles County. The first Sanborn Fire Insurance map available from 1927 demonstrates the community of Lennox was largely agricultural with some single-family residences, commercial buildings, and lumber yards. Storefronts were located predominantly along Lennox Avenue. The Pacific Electric Railroad ran along Hawthorne Boulevard from Los Angeles to Redondo. The parcels of the project site appear on the 1927 Sanborn map and were occupied by an aviary farm, three single-family dwellings and ancillary structures, and an auto-wrecking building. Adjacent to these parcels to the northwest was a paint store, to the southwest was a gas station and restaurant, and to the southeast was a drugstore, grocery, and barber. The 1931 Sanborn map indicates little change during the four previous years; a commercial building was constructed on the northwest corner of Hawthorne and Lennox, and a church and auto parts store were present along Hawthorne.

Southern California experienced a population boom during the Post-World War II period. Like many other areas in Los Angeles County, the community of Lennox underwent a phase of growth and development as a neighborhood of single and multi-family residential and commercial buildings designed to accommodate automobile transportation. The Civic Center was constructed at the project site between 1947 and 1948 as a local County government center, or Civic Center. The community continued to experience development and growth through the 1960s and 1970s. Today Lennox Avenue and Hawthorne Boulevard is still commercial and the neighborhood remains predominantly single and multi-family residential.

The Lennox Civic Center, constructed between 1947 and 1948, was designed by Adrian Wilson and constructed by Harvey A. Nichols for approximately \$627,653.⁵ The Civic Center was comprised of separate buildings for the Sheriff's sub-station, County Charities Department, County Building and Safety, and branch library. The buildings had reinforced brick exterior walls, concrete floors with coverings, plastered interior partitions and ceilings, and tile roofing. The two-story 8,700 square foot Sheriff's sub-station building included administrative offices, locker and squad rooms, a telephone room, offices for investigators, detention rooms for men and women, public waiting rooms, rest facilities, and a separate facility behind the station for vehicle maintenance.⁶ The 8,050 square foot County Charities Department building included a

⁵ No author, "County Engineer Furnishes Detailed Report on Center," *Inglewood Daily News*, July 23, 1947, p. 8.

⁶ No author, "County Engineer Furnishes Detailed Report on Center."

public waiting room, interviewing rooms, administration offices, large work room, and restrooms. The one-story 3,000 square foot County Building and Safety building included offices and public spaces. The one-story 3,100 square foot library included adult and juvenile reading rooms and stack rooms. The Civic Center grounds were landscaped and included parking for 90 cars.

The new Lennox library was popular within the Lennox community; circulation more than doubled within the year of opening. An addition was planned in 1953 to handle the circulation demands and increased library staff.⁷ In 1953 Adrian Wilson designed an addition to the library to accommodate book storage, offices, and the book mobile. The addition was comprised of a multi-purpose room with book storage and offices and a garage to shelter the book mobile. On April 9, 1953 a dedication ceremony was held for the Lennox Library addition. Refer to Appendix C for further details on the changes to the Civic Center Complex since 1953.

Los Angeles County hired Adrian Jennings Wilson to design the subject Civic Center complex. Adrian Jennings Wilson (1898-1988) was an architect, engineer, and master planner. He studied architecture, structural engineering, and mechanical engineering at Washington University, Saint Louis from 1917 to 1919.⁸ After graduation in 1922, he joined the Los Angeles architectural firm Dodd and Richards.⁹ In 1930, he partnered with Erle Farrington Webster to launch Webster and Wilson, Architects. After six years, Adrian J. Wilson established his own firm, Adrian Wilson Associates, in 1936.

During the 1940s, Adrian Wilson was actively designing Southern California housing projects in conjunction with other architects from 1938 to 1950.¹⁰ He partnered with architects Paul Williams, Gordon B. Kaufmann, Wurdeman and Becket, Richard Neutra, and Ralph Cornell from 1941 to 1942 to design the Del Rio Public Housing Development.¹¹ During the same period he partnered with Paul Williams, Richard Neutra, Walter Wurdeman, and Welton Becket to design Hacienda Village, a modern residential complex.¹² A few years later in 1947, Adrian Wilson designed the Lennox Civic Center. The project site appears to be an exploration of these public housing design ideas applied to a civic building. Adrian Wilson was also recognized for designing other high-profile Civic Centers and convention centers. From 1956 to 1961 Adrian Wilson's firm partnered with other architects to design the Los Angeles Civic Center Complex.¹³ Adrian Wilson was known for his modern international style architecture and late modern variance of this style.

During the 1960s, Adrian Wilson Associates designed a wide variety of institutional, civic and commercial projects over the United States and seven countries.¹⁴ The firm worked on many international projects, such

⁷ "Library Services: History." *Lennox Library Archives*.

⁸ Adrian Jennings Wilson, ID 615, *Pacific Coast Architecture Database*, accessed June 13, 2011 <https://digital.lib.washington.edu/architect/architects/615/>

⁹ Boch, Bob. "His Designing Ways Add to City's Stature," *Los Angeles Times*, July 22, 1962, p. M1.

¹⁰ John F. Gane, ed, *American Architects Directory*, Third edition, New York: R.R. Bowker Co., 1955, p. 610.

¹¹ Robert Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles*, Utah: Bibbs Smith, 2003, p. 292.

¹² Robert Gebhard and Robert Winter, p. 292.

¹³ Robert Gebhard and Robert Winter, p. 259.

¹⁴ No Author, "Architect Moves After Four Decades," *Los Angeles Times*, April 30, 1967, p. O14.

as defense installations in Greece, citywide projects in Manila, and NATO Defense Projects in Turkey.¹⁵ The international projects won the architecture firm many honors and recognition. As part of the firm's practice they would bring their Japanese workers to the United States for further study to strengthen their international relationship.¹⁶ In 1976 the Adrian Wilson Associates was sold to Howard Needles Tammen and Bergendoff, a national architecture firm based in Kansas City.¹⁷

Significance

The existing Lennox Civic Center complex includes the Lennox Sheriff's Station, a County Office Building, and the Lennox Library, which were all part of the original construction and 1953 library addition. The Civic Center at 4359-31 Lennox Boulevard was designed in the Modern style by Adrian Wilson from 1947 to 1948 as the Lennox Civic Center (see Appendix C for further details on Modern architecture and Wilson's work). The complex was the first branch civic center constructed by the Los Angeles County in an unincorporated area. As originally designed, the Civic Center included three main buildings for the Sheriff's Station, County Charities Department, Department of Building and Safety, and County Library. Constructed as the focal point of Lennox, community leaders hoped the modern structure and the readily available County services would encourage a renaissance in Lennox and the neighboring communities. Adrian Wilson designed the subject property and the library addition. The period of significance of the subject property is 1947 to 1953, the year of its initial construction through the year of its library addition. The surrounding neighborhood is largely Post World War II and more recent single- and multi-family housing with Hawthorne Boulevard serving as the primary commercial thoroughfare.

The two-story Sheriff's Station is located at the eastern edge of the property. The roughly L-shaped brick building includes the jail, offices, and public counter for the Los Angeles County Sheriff. The windows are largely wood double-hung with two-over-two glazing, and the roof is hipped with wide eaves. The primary public entrance is located in the center of the building fronting Lennox Boulevard. The entrance has a poured-in-place concrete awning that rises from the ground and frames the entrance providing a narrow roof over the entranceway. The public lobby on the interior retains integrity. The secondary entrance to the building is located on the west elevation beneath the porte-cochere that connects the Sheriff's Station to the County Office Building, just west of the Sheriff's Station. The rear of the Sheriff's Station has a one-story wing for Sheriff Station offices. There is a detached service station just north of the Sheriff Station building.

The one-story County Office Building is the central building at the Lennox Civic Center and is just west of the Sheriff's Station. The County Office Building is attached to the Sheriff's Station by a high porte-cochere supported with rectangular fluted concrete columns. The roughly I-shaped building is constructed with brick walls and reinforced with steel framing. The windows are largely wood double-hung sash with two-over-two glazing. The primary public entrance is located in the center of the building fronting Lennox Boulevard and has wood double doors with circular glazing (alteration). The roof extends beyond the exterior wall creating a covered walkway with concrete floors and supported with rectangular fluted concrete columns that runs along the longitudinal east/west length of the building. The interiors of the County Office Building appear largely altered, although the spaces themselves appear to retain integrity.

¹⁵ No Author, "LA Firm to Design Greek Defense Works," *Los Angeles Times*, April 21, 1955, 26; No Author, "LA Architectural Firm Cited by the Navy," *Los Angeles Times*, June 25, 1961, N4; No Author, "LA Architect to Design NATO Defense Projects," *Los Angeles Times*, March 27, 1955, F17.

¹⁶ No Author, "Royal Japanese Works for Architectural Firm," *Los Angeles Times*, August 9, 1954, A26.

The one-story Lennox Library is the western most building at the Lennox Civic Center and is located on the corner of Lennox and Hawthorne Boulevards. Like the Sheriff's Station and County Office Building, the irregularly-shaped library is constructed with brick walls and reinforced with steel framing. The primary public entrance is located on the corner and has wood double doors flanked by large fixed single-pane windows. The entranceway is arched forming a semi-circular shape mirroring the form of the concrete entrance stairway. A flat wood awning roof attached to the primary hipped roof extends out of over the entrance and is supported with rectangular fluted concrete columns and topped with a sign reading "County Library." The windows are largely wood double-hung sash with two-over-two glazing. The interior retains some original fabric including the resilient composite tile flooring, sink, and cabinets.

Based upon the results of the PCR historic resources survey, the original Civic Center, which is largely intact, was found to retain sufficient integrity to be evaluated further both as an individual property and as a potential historic district (see Appendix C for further discussion on integrity). The architectural and historical significance of the City Center was evaluated by PCR's qualified architectural historians in accordance with the established federal and state evaluation methods for historical resources and in accordance with industry standards for the evaluation of Modern Post-World War II architecture. The result of the eligibility evaluation is provided in the Historic Resources Assessment (Appendix C of this document), and is summarized below.

National Register Criterion A: Is associated with events that have made a significant contribution to the broad patterns of our history.

California Register Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

The development of the Lennox Civic Center is a part of the regional history of postwar Lennox and the County of Los Angeles. The period of significance of the project site is 1947 to 1953, beginning with the year of its initial construction and ending with the year of its library addition. The Lennox Civic Center was the first branch Civic Center constructed by the County of Los Angeles in an unincorporated area. The initial design and planning, ground breaking, and opening of the Lennox Civic Center was covered in the Los Angeles Times and Inglewood Daily News. Community leaders hoped the Civic Center would spur investment and growth in the still sparsely populated area around Lennox. However, development in the area was slow and happened in waves, and a sustained and well-planned community development did not occur, compromising the ability for the Civic Center to function as a center. Aside from economic growth, there are no significant political, social or cultural contributions by the Lennox Civic Center that have affected the broad patterns of local or state history.

Therefore, while the project site is a central part of the community's history, it is not associated with events that made a significant contribution to the broad patterns of national, state or the County of Los Angeles' history and culture; the Civic Center does not meet Criterion 1 of the California Register or Criterion A of the National Register.

National Register Criterion B: Is associated with the lives of persons significant in our past.

¹⁷ No Author, "Adrian Wilson Unit Sold to Kansas Firm," *Los Angeles Times*, November 21, 1976, p. H6.

California Register Criterion 2: Is associated with lives of persons important in our past.

Likewise, the Civic Center has been the seat of local government since the time of its construction and, as common in all local communities, many Civic leaders have been associated with the Civic Center during their tenure of service in local government. However, the Civic Center has not been directly associated with the productive lives of persons significant in national, state or local history who influenced or shaped the course of national, state or county history. Therefore, the association of the occupants and owners with the project site does not meet Criterion 2 of the California Register or Criterion B of the National Register.

National Register Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

California Register Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Designed by notable Los Angeles architect Adrian Wilson, the Civic Center complex incorporated architectural ideas from both postwar residential and institutional architecture, but as such, is not a distinctive work of architecture. The Lennox Civic Center was constructed to function as a generator of residential development in the Lennox area and to serve as that development's center. By using ideas from residential architectural scale and design, the Civic Center was meant to be compatible in scale and form to the surrounding neighborhood. The Traditional Mid-Century Modern architectural style of the Lennox Civic Center, a variance of the International style, was a relatively common building style in post-World War II Southern California. PCR found that the architecture of the project site is not of exceptional importance in its details or as an entirety and was not influential in the history of Modern or Civic Center architecture. Even though the Civic Center was designed by architect, Adrian Wilson, it did not achieve any special recognition at the time of its completion. The architecture of the Civic Center is not a distinctive or outstanding example of Adrian Wilson's work from the late 1940s or early 1950s and it does not possess sufficient architectural merit to warrant designation as a historical resource. There is no documentary evidence in historical or architectural literature that the Civic Center project received any architectural notice at the time of its completion, nor has it proved influential in the development of architecture since then. During the 1940s Adrian Wilson was designing housing projects in collaboration with other prominent Los Angeles architects, including Pueblo del Rio (1941-42) and Hacienda Village (1941-1942), that have been recognized in published architectural literature as regionally important representations of Modern residential architecture of the Post World War II period.¹⁸ Adrian Wilson's firm later achieved some distinction for their involvement in variety of other public and institutional projects, including the Hall of Administration (1956-61) and the Arnold Schoenberg Institute (1978). The project site is not an important or influential architectural work of Adrian Wilson, nor does it embody distinctive characteristics of Modern Civic Center architecture or Post World War II institutional/public architecture. Whether the buildings are considered separately or as part of a building grouping, the project site does not meet Criterion 3 of the California Register or Criterion C of the National Register as an individual resource or as a historic district.

National Register Criterion D: It yields, or may be likely to yield, information important in prehistory or history.

¹⁸ Robert Gebhard and Robert Winter, p. 259 and 292.

California Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

This criterion is applicable to archaeological sites and not to built environment resources. Please refer to the archaeological section below for further analysis of impacts to archaeological resources

In summary, the project site does not appear to meet any of the established thresholds for significance necessary for consideration as a historical resource under CEQA at either the National or State level. Therefore, pursuant to CEQA, the Lennox Civic Center was found ineligible as an individual historical resource or as a historic district.

The development of the proposed project would result in improvements to the existing Lennox Library and Sheriff's Station at 4359-31 Lennox Boulevard. The Lennox Civic Center does not possess sufficient historical or architectural importance to reach the threshold of eligibility as a historical resource. Furthermore, there are no known individually eligible historic resources or eligible contributors to a historic district within a quarter-mile of the project site, and PCR architectural historians determined there are no known or unevaluated properties within view of the proposed project site that merit further consideration as potential historical resources. Moreover, the project site is not part of a larger historic district, as discussed above. Pursuant to CEQA, the proposed redevelopment of the project site would result in no impacts to historical resources and no mitigation is required.

b) Cause a substantial adverse change in significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact with Mitigation Incorporated. According to a previous cultural resources records search conducted through the South Central Coastal Information Center, there are no known archaeological sites within the project site or immediate vicinity.¹⁹ A pedestrian survey was not performed for the project since there is no native ground surface exposed on the project site. The absence of archaeological sites on the surface within the project site does not preclude the existence of buried archaeological sites. The project site is already developed with the existing Civic Center complex and parking lot; therefore, it is likely that surficial archaeological resources would have been displaced by the original development of the project site. In addition, the project site contains predominantly fill materials to depths of at least three feet below surface grade, as stated in Section 4.1 of the Geotechnical Report prepared for the project, provided in Appendix D of this document. Project implementation would involve grading and excavation to a maximum depth of five feet below the surface, and therefore it is possible that excavation may encounter previously undisturbed native soils that may be conducive to retaining intact archaeological resources. However, given the lack of known archaeological resources in the vicinity and the lack of a known water source in the immediate vicinity that would have attracted prehistoric inhabitants to the project site, the potential to encounter buried resources during excavations into native soils is considered low.

Thus, impacts to archaeological resources on the surface would be less than significant. However, due to the fact that excavation may affect up to 5 feet of soils some of which may not have been previously disturbed, the potential for project excavation to uncover anticipated resources below the surface is considered a

¹⁹ *Animo Leadership Charter High School Initial Study/Mitigated Negative Declaration, 2008, prepared by PCR Services Corporation.*

potentially significant impact. Mitigation Measure CULT-1 is required to reduce this impact to a less than significant level.

Mitigation Measure

CULT-1 If archaeological resources (historic or prehistoric) are encountered during implementation of the proposed project, ground-disturbing activities shall temporarily be halted. The Applicant shall immediately notify a qualified archaeologist of the find. The archaeologist shall coordinate with the Applicant as to the immediate treatment of the find until a proper site visit and evaluation is made by a qualified archaeologist. Treatment may include the implementation of an archaeological testing or data recovery program or preservation in place. The archaeologist shall prepare a final report about the find to be filed with the County and the South Central Coastal Information Center as they archive all regional archaeological reports and site records. The report shall include documentation and interpretation of resources recovered. Interpretation will include full evaluation of the eligibility with respect to the California Register of Historical Resources and CEQA. The Applicant (or land owner), in consultation with the archaeologist and Lead Agency, shall designate repositories in the event that resources are recovered. The archaeologist shall also determine the need and terms for archaeological monitoring for any further ground-disturbing activities in the area of the find thereafter.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. According to a previous paleontological resources records search conducted through the Natural History Museum of Los Angeles County, no vertebrate fossil localities have been previously recorded within the project site, but localities have been recorded in the vicinity in the same sedimentary deposits that underlie the project site.²⁰ The project site has surficial deposits consisting of older Quaternary Alluvium. The nearest vertebrate fossil locality in these deposits, LACM 3264, is located approximately 2.5 miles east of the project site in the middle of the LAX just west of Sepulveda Boulevard and south of Century Boulevard. This vertebrate fossil locality produced fossil specimens of proboscidean (Mammoth) at a depth of 25 feet. Other localities that include bison, mammoth, rabbits, speckled sanddab, and rodent have been encountered from 13 to 40 feet below the ground surface within the vicinity LAX in the same deposits that occur within the project site. The entire project site is already developed with the existing Civic Center complex and parking lot.

As previously mentioned, the project site contains predominantly fill materials to depths of at least three feet below surface grade per the Geotechnical Report prepared for the project. Project implementation would involve grading and excavation to depths of 3 to 5 feet below the surface, therefore it is possible that excavations may encounter previously undisturbed native soils that may be conducive to retaining intact paleontological resources. However, given the lack of known paleontological resources in the vicinity and the shallow depths (approximately three to five feet) of excavations activities associated with implementation of the project, the potential to encounter buried resources during excavations into native soils is considered low. Thus, impacts to paleontological resources on the surface would be less than

²⁰ *Ibid.*

significant. However, Mitigation Measure CULT-2 is required to reduce impacts to paleontological resources that are accidentally discovered during project implementation to a less than significant level.

Mitigation Measure

CULT-2 If paleontological resources (i.e., fossil mammoths, bison, rabbits, rodents, etc.) are encountered during implementation of the proposed project, ground-disturbing activities shall temporarily be redirected from the vicinity of the find. The Applicant shall immediately notify a qualified paleontologist of the find. The paleontologist shall coordinate with the County as to the immediate treatment of the find until a proper site visit and evaluation is made by the paleontologist. Treatment may include the implementation of a fossil recovery program or preservation in place. The paleontologist shall prepare a final report about the find to be filed with the County and the Natural History Museum of Los Angeles County. The report shall include documentation and interpretation of resources recovered. The County, in consultation with the paleontologist, shall designate repositories in the event that resources are recovered. The paleontologist shall also determine the need and terms for further paleontological monitoring for any ground-disturbing activities in the area of the find thereafter.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation Incorporated. Results of a previous cultural resources records search indicate that there are no known burial sites located on the project site or in the project vicinity within a half-mile radius.²¹ Given the presence of fill soils to depths of three feet across the project site and the relatively shallow project excavations (approximately three to five feet) planned during implementation of the project, the potential for encountering human remains is low and no impacts to human remains are anticipated. However, Mitigation Measure CULT-3 is required to reduce potential impacts to human remains that are accidentally discovered during project implementation to a less than significant level.

Mitigation Measure

CULT-3 If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will be given 48 hours from notification by the NAHC to inspect the site of the discovery of Native American remains and to recommend to the Applicant or landowner means for treating and disposition, with appropriate dignity, the human remains and any associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

²¹ *Ibid.*

VI. GEOLOGY AND SOILS.

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. The site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site.²² The nearest active surface fault rupture to the site is the Newport-Inglewood Fault Zone located approximately 1.4 miles to the northeast of the project site. Nonetheless, as no active or potentially active faults cross the project site, there would be no potential for surface fault rupture and therefore no impact would result from the proposed project. No mitigation measures would be required.

ii) Strong seismic ground shaking?

Less Than Significant With Mitigation Incorporated. Although the project site is not located on an active fault, there are faults in the region capable of seismic activity. Consequently, the project site could be subject to moderate to severe ground shaking in the event of a major earthquake on any of the active faults. This is considered to be a potentially significant impact. The project would be required to be designed and constructed in accordance with applicable seismic design standards in the International Building Code (IBC), California Building Code (CBC), and/or Los Angeles Uniform Building Code, which would ensure that the proposed building would withstand groundshaking associated with the maximum credible earthquake at the project site.²³ In addition, the Geotechnical Report prepared for the project includes site-specific design recommendations that address design features such as foundations, floor slab support, soil corrosivity, pavement design, and retaining walls. Implementation of Mitigation Measure GEO-1 would ensure that the site-specific design recommendations included in the Geotechnical Report are incorporated into the project, which would ensure impacts regarding seismic ground shaking are reduced to a less than significant level.

Mitigation Measure

- GEO-1** Prior to the issuance of building or grading permits, the County of Los Angeles Department of Public Works shall ensure that the site-specific design recommendations in the Final Geotechnical Report are incorporated into the final project plans/design.

²² *Geotechnical Investigation: Proposed Lennox Library and Community Center Renovation and Expansion 4331 Lennox Boulevard, Lennox District of the Unincorporated Los Angeles County, California. Prepared by Geocon West, Inc. February 2011. Provided in Appendix D of this document.*

²³ *Maximum credible earthquake is the largest earthquake, usually expressed in magnitude, judged to be possible in an area.*

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon where loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine-to medium-grained, primarily sandy soil.

Lateral spreading can result in ground cracking and may occur when a site is sloped or is near a free-face and there is a sufficiently continuous liquefiable layer on which the overlying soils can move laterally. Ground settlement may occur during seismic shaking of an area. The settlement can be caused by liquefaction of loose granular soils and by compaction of loose, but not necessarily liquefiable, soils.

According to the State of California Seismic Hazard Zone, Inglewood Quadrangle Map, the site is not located within an area identified as having a potential for liquefaction. Furthermore, a review of the County of Los Angeles Seismic Safety Element indicates that the site is not located in an area designated as “liquefiable”.

The historic high groundwater level at the project site is approximately 47 feet below the ground surface. The soils encountered during exploration are generally dense. Based on these considerations, it was concluded that soil liquefaction would not occur at the site. As such, the project site would not be subject to liquefaction during a seismic event. Further, the proposed project would be designed and constructed to meet applicable seismic safety standards, as previously indicated. Therefore, the project would result in less than significant impacts with respect to seismic-related ground failure, including liquefaction. Accordingly, no mitigation is required.

iv) Landslides?

No Impact. According to the Los Angeles County Seismic Safety Element the site is not located within an area identified as having a potential for slope instability. Additionally, according to the California Geological Survey (1998), the site is not located within an area identified as having a potential for seismic slope instability.

The site and surrounding vicinity is generally flat, sloping gently to the south. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. As such, no impacts regarding landslides would occur with project implementation and no mitigation is required.

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

Less Than Significant Impact. Construction activities have the potential to result in minor soil erosion during excavation, grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. During construction, it is estimated that approximately 0.7 acres of the project site would be subject to ground-disturbing activities (e.g., removal of the existing structures, excavation, foundation construction, the installation of utilities, and reconfiguration/repaving of the parking lot). These

activities would expose soils for a limited time, allowing for possible erosion. Although project development has the potential to result in the erosion of soils, this potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the County of Los Angeles Department of Public Works, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. In addition, on-site grading and site preparation would also comply with all applicable provisions of Title 26 of the Los Angeles County Building Code, which addresses grading, excavations, and fills. Regarding soil erosion during project operations, the potential is relatively low due to the fact that the project site would be paved over and/or landscaped. The use of vegetation and groundcover would act as an effective barrier to soil erosion by impeding direct contact between precipitation/irrigation and the on-site soils.

With compliance with regulatory requirements, less than significant impacts would occur related to erosion or loss of topsoil and no mitigation is required.

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 landslides, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact With Mitigation Incorporated. As discussed in the response to Question IV.a.iv, the project site is relatively flat and less than significant impacts would occur with regards to landslides. As discussed in the response to Question IV.A.iii, less than significant impacts would occur with regards to lateral spreading and liquefaction. However, as discussed in Response No. IV.a.ii, proposed new development could be subject to strong ground shaking in the event of an earthquake, which is considered a potentially significant impact. Impacts would be reduced to a less than significant level with implementation of Mitigation Measure GEO-1. Further, the Geotechnical Report concluded that the proposed project could proceed as proposed, provided the recommendations of the report are followed and implemented during design and construction (per Mitigation Measure GEO-1). As such, the soils beneath the site would support the project and not become unstable as a result of the project.

Mitigation Measure

Refer to Mitigation Measure GEO-1. No additional mitigation measures are necessary.

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

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to swell and shrink with repeated cycles of wetting and drying. The on-site soils have an expansion index of 8 and were found to be of very low expansion potential. As on-site soils are classified as being in the very low expansion range, impacts with respect to expansive soils and risks to life or property would be less than significant. In addition, construction of the proposed project would be required to comply with the 2010 California Building Code, as enforced by the County of Los Angeles, which includes building foundation requirements appropriate to site-specific conditions to reduce impacts associated with

expansive soils. Impacts related to expansive soils would be less than significant and no mitigation is required.

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

No Impact. The project would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impact would occur in this regard and no mitigation is required.

VII. GREENHOUSE GASES

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?

Less Than Significant Impact. Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however some data indicate that the current global conditions differ from past climate changes in rate and magnitude; thus, the current changes in global climate have been attributed to anthropogenic activities by the Intergovernmental Panel on Climate Change (IPCC).²⁴

GHGs include carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor (H₂O), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). CO₂ is the most abundant GHG in the atmosphere, and represents 77 percent of total GHG emissions.²⁵ GHGs are the result of both natural and anthropogenic activities. 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. As all GHGs do not exhibit the same ability to induce climate change, GHG contributions are commonly quantified in the equivalent mass of CO₂, denoted as CO₂e, which allows for comparability among GHGs with regard to global warming potential (GWP). Based upon the 2008 GHG inventory data (the latest year available) compiled by the California Air Resources Board (CARB, 2008), California produced 474 MMT CO₂e. The major source of GHG in California is transportation, contributing 37 percent of the state's total GHG emissions. Electricity generation is the second largest source, contributing 25 percent of the state's GHG emissions. Most, 85 percent, of California's 2008 GHG emissions (in terms of CO₂e) were carbon dioxide produced from fossil fuel combustion, with 2.5 percent from other sources of CO₂, 6.0 percent from methane, and 2.8 percent from nitrous oxide.

²⁴ Intergovernmental Panel on Climate Change (IPCC), *Fourth Assessment Report, The Physical Science Basis, Summary for Policy Makers, 2007.*

²⁵ *Ibid.*

As described above, the CO₂ equivalent mass notation CO₂e allows for comparability among GHGs with regard to the GWP. Mass emissions are calculated by converting pollutant specific emissions to CO₂e emissions by applying the proper GWP value. These GWP ratios are available from the United States Environmental Protection Agency (USEPA) and published in the California Climate Action Registry (CCAR) Protocol. By applying the GWP ratios, project related CO₂e emissions can be tabulated in metric tons per year. The CO₂e values are calculated for the entire construction period. Construction output values used in this analysis are adjusted to represent a CO₂e value representative of CO₂, CH₄, and N₂O emissions from project construction activities. HFCs, PFCs, and SF₆ are not byproducts of combustion, the primary source of construction-related GHG emissions, and therefore are not included in the analysis. Construction CH₄ and N₂O values are derived from factors published in the 2006 IPCC Guidelines for National Greenhouse Gas Inventories. These values are then converted to metric tons of CO₂e for consistency.

Section 15064.4 of the *CEQA Guidelines* states “...[a] lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) [u]se a model or methodology to quantify greenhouse gas emissions resulting from a project...; and/or (2) [r]ely on a qualitative analysis or performance based standards.” It was determined that for the proposed project, a quantitative analysis was appropriate to assess the potential impacts from the increase in project-related GHG emissions.

Significance Thresholds

Section 15064.7 of the *CEQA Guidelines* defines a threshold of significance as an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant. CEQA gives wide latitude to lead agencies in determining what impacts are significant and does not prescribe thresholds of significance, analytical methodologies, or specific mitigation measures. CEQA leaves the determination of significance to the reasonable discretion of the lead agency and encourages lead agencies to develop and publish thresholds of significance to use in determining the significance of environmental effects. In the revised CEQA Guidelines effective March 18, 2010, the California Office of Planning and Research (OPR) encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. However, both the establishment of formal significance thresholds as well as the adoption of mitigation programs are on a voluntary basis, and the County of Los Angeles has not yet adopted specific quantitative significance thresholds or a Greenhouse Reduction Plan meeting the requirements set forth in the latest OPR guidelines.

Section 15064.7(c) states “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies...”. The California Air Pollution Control Officers Association (CAPCOA) released a white paper, entitled *CEQA and Climate Change*, in January, 2008. The white paper examines various potential threshold approaches available to air districts and lead agencies for determining whether GHG emissions are significant, including a number of potential “non-zero” thresholds for residential and commercial projects. The lowest, most stringent non-zero numeric threshold proposed in the CAPCOA white paper is a net increase of 900 MT of CO₂e per year above current levels of GHG emissions.

Because a single numeric threshold proposed by CAPCOA may not be appropriate for all projects such as large commercial or residential developments, other agencies throughout the state have proposed different

thresholds. The Bay Area Air Quality Management District (BAAQMD) has proposed a per capita threshold based on the population or employee (service population) increase as a result of the project. This threshold is most suitable for larger projects which will tend to exceed single numeric thresholds with the potential to provide substantial housing or employment opportunities. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has proposed an efficiency based standard similar to the AB 32 Scoping Plan which is a percent reduction of GHG emissions compared to Business as Usual (BAU) conditions required to achieve AB32 goals. Regional GHG emission profiles vary throughout the State (based in part on factors such as climate, demographics, economic trends, zoning, infrastructure, mass-transit accessibility, personal habits, etc.). Emission reduction goals currently being established by CARB and the metropolitan planning organizations account for these regional differences. Therefore, specific numeric thresholds promulgated by other agencies may not be directly applicable to a proposed project of this scale located in urban Los Angeles County. The SCAQMD also proposed several thresholds including a 3,000 MT/year for non-industrial sources as well as per capita and efficiency based thresholds. However, these have not been formally adopted by the Board.

Although several proposed thresholds are available, the CAPCOA proposed threshold of 900 MT/year is the lowest (most stringent) non-zero threshold proposed by other agencies. The use of the 900 MT/year threshold is considered conservative for purposes of this analysis. The threshold applies to the net change in annual GHG emissions from mobile and stationary sources during construction and/or operation of the proposed project.

Project Design Features

- At least 50 percent of construction waste (by weight) will be recycled.
- The project will refurbish and reuse under-utilized existing municipal buildings to the extent feasible, minimizing the extraction and use of natural resources.
- The project site is well served by mass transit.
- The project will reduce its energy usage (electricity and natural gas) in the new and/or remodeled spaces by at least 15 percent below the 2008 State of California Energy Efficiency Standards, Title 24, Part 6.
- The project will reduce its domestic water demand in the new and/or remodeled spaces by at least 20 percent (below the standards in Title 24) through the use of low-water or high-efficiency fixtures.
- Landscape irrigation for the project will minimize the use of potable water by incorporating drought resistant or low-water plants and water-efficient irrigation techniques, and will include a smart irrigation controller.
- The proposed project will plant at least one 15-gallon tree (selected from the County Drought-Tolerant Plant List) on the project site to comply with the Green Building Ordinance.
- Provide accessible bicycle parking, such as permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, and secure bicycle parking for 5 percent of motorized vehicle parking capacity, per CALGreen Code.
- Provide designated parking for low-emitting, fuel-efficient, and carpool/van pool vehicles, per CALGreen Code.

Construction

Construction activities associated with the Project could commence as early as winter 2012. It is anticipated that construction of facilities within the Lennox Library and Constituent Center would occur over an approximate 19 month period. Emissions were calculated from fossil fuel powered on-site construction equipment and off-site vehicles used to transport construction workers and supplies. GHG emissions from construction activities would be generated by vehicles and equipment involved during various stages of construction operations: demolition, excavation, foundation, and building construction. Demolition typically involves the use of concrete saw, dozer, loaders, and other equipment. Site grading/foundation typically involves the use of earth moving equipment, such as backhoe, loaders, air compressor, pump, water trucks, and other equipment. Construction of building typically involves the use of cranes, air compressor, chain saw, forklift, loader, and other equipment. Paving typically involves the use of concrete mixer truck, paver, pavement scarifier, roller, and loader. Because the construction contractor has yet to be selected, the emission inventory was prepared using default assumptions regarding certain details which may affect actual emissions, such as the age of construction equipment, length of haul and commute trips, etc.

Construction activities associated with the Project are estimated to emit a total of 732 tons of CO₂e over the 19-month duration of construction. Even with an overly-conservative assumption of all construction occurring in a single year, the increase in annual GHG emissions would be below the annual threshold of 900 metric tons. Results of this analysis are presented in **Table B-3**, Construction Greenhouse Gas Emissions, below.

Table B-3

Construction Greenhouse Gas Emissions

Emission Source	CO ₂ e (Metric Tons)
Mobile	77
Stationary	656
Construction (Total – Years 2012-2013)	732
Demolition	65
Mass Site Grading	71
Building Construction	580
Asphalt Paving	16
Architectural Coating	0
GHG Threshold	900
Exceed Threshold?	No

Numbers may not add up due to rounding.

Worksheets and modeling output files are provided in Appendix E of this document.

Source: PCR Services Corporation, 2011.

Construction output values used in this analysis are adjusted to represent a CO₂e value representative of CO₂, CH₄, and N₂O emissions from project construction activities. Construction CH₄ and N₂O values are derived from factors published in the 2006 IPCC Guidelines for National Greenhouse Gas Inventories. These values are then converted to metric tons of CO₂e for consistency. Detailed CO₂e conversion factors and calculations are provided in Appendix E of this document.

Operation

Operation of the project is expected to result in increases in square footage of building(s) to light, heat, and cool, and an increase in user (visitor, employee, etc.) trips and the resultant GHG emissions. However, given that the numeric threshold selected for analysis applies only to the incremental increase in emissions as a result of project implementation, the emissions from existing operations were conservatively assumed to remain unchanged before and after implementation of the proposed project. The Traffic Memorandum prepared by Fehr and Peers, dated September 22, 2011, estimates that there may be an additional 322 daily trips upon build-out of the proposed improvements.

The net new square footage of the proposed Lennox Library and Constituent Center improvements total less than 10,000 square feet and therefore under Los Angeles County Green Building Standards thresholds, as referenced in Parts 20 and 21 of Chapter 22.52 of Title 22 of the County Code, are exempt from the County of Los Angeles Green Building Standards.²⁶ The project is still required to comply with mandatory measures in the CalGreen Code (discussed in more detail under criterion 7.b below), and the project applicant has committed to meet minimum requirements under the County of LA Green Building Standards and CalGreen Code.

The State of California has promulgated various laws and requirements to lower emissions from regional and State-wide sources of GHGs. The Low Carbon Fuel Standard (LCFS), pursuant to AB 32 and the Governor's Executive Order S-01-07, is designed to reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by an average of ten percent by the year 2020.²⁷ With 2010 serving as Baseline year, reduction from the LCFS is expected to reach 3% by 2013. The Clean Car "Pavley" Standards pursuant to AB 1493, is designed to reduce GHG emissions in new passenger vehicles from 2009 through 2016. According to CARB, it is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012.²⁸ These reductions in emissions have been accounted for in the analysis. Providers of electricity in California were required to increase production and procurement of electricity by renewable sources to twenty percent by 2010, under the Renewal Portfolio Standard (RPS).²⁹ Recently the RPS has been strengthened to 33 percent by 2020. In 2010, Southern California Edison (SCE) met the RPS by achieving 19.4%.³⁰ Due to the 33% RPS Target by 2020, it was estimated that SCE will procure 23.5% by 2013. However, as noted above, the emissions from existing operations were assumed to remain unchanged before and after implementation of the proposed project, even though future GHG emissions from existing operations would also benefit (decrease) from the implementation of State laws and standards to reduce GHG emissions from passenger vehicles and fuels.

Annual net new operational GHG emissions resulting from vehicle, electrical, and natural gas usage associated with operation of the proposed project were calculated and are shown in **Table B-4**. Annual GHG emissions resulting from the increase in vehicle, electrical, and natural gas usage associated with operation

²⁶ *County of Los Angeles Green Building Code- Starter Package:*

http://planning.lacounty.gov/assets/upl/project/green_starter-package.pdf

²⁷ *CARB. Low Carbon Fuel Standard Program, 2011.* <http://www.arb.ca.gov/fuels/lcfs/lcfs.htm>

²⁸ *CARB. Clean Car Standards- Pavley, AB 1493, 2010.* <http://www.arb.ca.gov/cc/ccms/ccms.htm>

²⁹ *California Renewables Portfolio Standard (RPS), 2011.* <http://www.cpuc.ca.gov/PUC/energy/Renewables/>

³⁰ *CPUC. California RPS Procurement Status, 2011.* <http://www.cpuc.ca.gov/NR/rdonlyres/B5AF672B-ABB6-4B0F-8F52-AF78D4701677/0/CaliforniaRPSProcurementSummary20032010.xls>

of the proposed project was estimated to be a maximum of 719 metric tons CO₂e with implementation of the above listed design features, less than the 900 annual metric ton screening level threshold selected for the project. Therefore, operational emissions are expected to result in a less than significant impact at the project level and no mitigation is required.

Table B-4

Operational Greenhouse Gas Emissions Resulting from Project Implementation

Emission Source	CO ₂ e (Metric Tons) ^e
Annual Operations	
On-Road Mobile Sources (vehicles) ^a	675
Electricity ^b	34
Water Conveyance ^c	4
Natural Gas ^d	6
Total Annual Operations	719

Greater than 900 tons CO₂e annually?

No

^a Mobile source values were derived using EMFAC2007 in addition to the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008. Reductions include a 24.4% reduction by 2013 for tailpipe emissions, per Pavley Standard and LCFS.

^b Electricity Usage Rates from California Energy Commission (CEC). California Commercial End-Use Survey Results: <http://capabilities.itron.com/ceusweb/Chart.aspx>. Reductions include a 15% Energy Efficiency Reduction above Title 24 per CalGreen and Renewable Portfolio Standards (23.5% Reduction).

^c Water conveyance energy rates from CEC Staff Report: California's Water - Energy Relationship. 2005. Reductions include a 20% Water Efficiency Reduction per LA County Green Building Code and CalGreen

^d Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993. Reductions include a 15% Energy Efficiency Reduction above Title 24 per CalGreen.

^e Statewide Greenhouse Gas Emissions Inventory: <http://www.arb.ca.gov/cc/ccei/emsinv/emsinv.htm>; All CO₂e factors were derived using the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008

Sources: PCR Services Corporation, 2011.

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

No Impact. The County has not adopted a GHG reduction plan. However, in January 2007, as part of the County's efforts to help conserve natural resources and protect the environment, the County of Los Angeles Board of Supervisors adopted a comprehensive Countywide Energy and Environmental Policy ("Policy"), which sets the goal of reducing energy consumption in County facilities by 20 percent by the year 2015. The County's measures to facilitate achieving this goal include implementing and monitoring energy and water conservation practices, implementing energy and water efficiency projects, and enhancing employee energy and water conservation awareness through education and promotions. The goal of the Policy is to provide guidelines for the development, implementation, and enhancement of energy conservation and environmental programs. The Policy established an Energy and Environmental Team to coordinate the efforts of various County departments, establish a program to integrate sustainable technologies into its Capital Project Program, reduce energy consumption in County facilities by 20 percent by the year 2105. The

following four program areas within the Policy are designed to promote “green” design and operation of County facilities and to reduce the County’s “environmental footprint” through energy and water efficiency, environmental stewardship, public outreach and education, and sustainable design.

The energy and water efficiency program area’s goal is to reduce energy consumption in County facilities by 2015 through decreasing energy and water waste, implementing energy and water efficiency projects, and educating employees on energy and water conservation. The environmental stewardship program area focuses on measuring and reducing the County’s environmental footprint by becoming a member of the California Climate Action Registry and implementing strategies to “green” the County’s basic operations. Of relevance to the proposed project, the sustainable design program area recommends the incorporation of sustainable and green features into the County’s capital improvement and refurbishment projects with the intention of optimizing the performance and extending the useful life of County buildings.

Recognizing the overlap between land use and GHG emissions, in November 2008 the Los Angeles County Board of Supervisors adopted a set of ordinances collectively known as the Los Angeles Green Building Program (also, Green Building Ordinances), which comprises green building development standards, low impact development (LID) standards that address the management of rainfall and stormwater runoff, and drought-tolerant landscaping requirements. The Green Building Program is intended to encourage building practices that conserve water, energy and natural resources; divert waste from landfills; minimize impacts to existing infrastructure; and promote a healthier environment. Accordingly, implementation of this ordinance will reduce energy demand.

As part of the Green Building Program, the County also adopted a Green Building Program Implementation Task Force to review all green building standards and rating systems and make recommendations to the County governing bodies for approval, and developed the Green Building Technical Manual to assist with implementation of two of the three ordinances: Green Building and Drought-Tolerant Landscaping.³¹ The County’s Green Building Program went into effect on January 1, 2009.

The green building development standards require all new private development within the unincorporated areas of the County to incorporate green building elements and requires all new buildings or first-time tenant improvements over 10,000 square feet in size to meet specific LEED™ certification or equivalent standards, which vary depending on the nature and size of proposed improvements. Since the proposed project would renovate more than 10,000 square feet but less than 25,000 square feet, it is subject to the County’s green building development standards requiring a LEED certification equivalent.

The LID ordinance states: “LID encourages site sustainability and smart growth in a manner that respects and preserves the characteristics of the County’s watersheds, drainage paths, water supplies, and natural resources.” For developments consisting of four or fewer residential units, at least two LID best management practices (BMPs) must be implemented in the site design. BMPs are “designed and selected to reduce or eliminate the discharge of pollutants to surface waters from point and nonpoint sources of discharges, including stormwater,” and include such methods or practices as disconnecting impervious surfaces, using porous pavement, landscaping and irrigation requirements, and a green roof. Currently, all

³¹ *County of Los Angeles Green Building Technical Manual, February 2010. (The 2011 Draft Technical Manual Update, 2011 Edition, which does not include any modifications to the ordinance, has been prepared and is scheduled for public hearing in late September 2011.)* http://planning.lacounty.gov/assets/upl/general/A_DRAFT_TechManUpdate_031011.pdf

new development and redevelopment under the jurisdiction of the County is required to meet LID requirements, and LID is therefore applicable to the proposed project.³²

The drought-tolerant landscaping ordinance is designed to “help conserve water resources by requiring landscaping that is appropriate to the region’s climate and to the nature of a project’s use.” The ordinance applies to all projects regardless of size and requires that 75 percent of projects’ total landscaped areas contain drought-tolerant plants. The ordinance limits the amount of turf allowed on a project site to 25 percent of the total landscaped area, or 5,000 square feet. All turf within a landscaped area must be water-efficient. In addition, landscaped areas must be organized by “hydrozones in accordance with their respective water, cultural (soil, climate, sun and light), and maintenance requirements.”

Since the adoption of the Policy, the County has taken steps to ensure compliance with the goals of the Policy and ultimately, AB 32. In order to meet the 20 percent reduction of energy consumption goal, the County has implemented energy efficient projects in County facilities, specifically retrofitting or replacing building lighting systems and air conditioning equipment. Accordingly, annual electrical consumption in County facilities was reduced by 2.31 percent in 2007 and 3.09 percent in 2008; annual gas consumption was reduced by 1.17 percent in 2007 and 1.83 percent in 2008 (LACDPW 2008). In addition to the achievements discussed above, the County has also committed to achieving several additional goals and standards moving forward. The County has pledged to be a “Cool County” by establishing a GHG footprint and developing a GHG mitigation plan, working with local entities to reduce regional GHG emissions by 80 percent by 2050.

In November 2008, the California Building Standards Commission established the California Green Building Standards Code (CALGreen), setting performance standards for residential and nonresidential development to reduce environmental impacts and encourage sustainable construction practices. When the CALGreen code went into effect in 2009, compliance through 2010 was voluntary. As of January 1, 2011, the CALGreen code became mandatory for all new buildings constructed in the State, and is therefore applicable to the proposed project. The CalGreen code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The minimum requirements of the County’s Green Building Program are consistent with, and meet the mandatory measures of, CALGreen.

In accordance with the County’s Green Building Program and CALGreen, the proposed project will incorporate the following features supportive of goals to reduce GHG emissions:

- **Energy Conservation:** Buildings must reduce energy demand at least 15 percent below Title 24 (2008 State of California Energy Efficiency Standards).
- **Outdoor Water Conservation:** A smart irrigation controller must be installed for any landscaped area of the project. 65 percent of the total landscaped areas shall use drought-tolerant plant species selected from the County’s Drought-Tolerant Plant List.
- **Resource Conservation:** At least 65 percent of construction waste (by weight) must be recycled, reused, or diverted.

³² *County of Los Angeles Low Impact Development Standards Manual, January 2009.* http://planning.lacounty.gov/assets/upl/project/green_la-county-lid-manual.pdf

- **Tree Planting:** A minimum of one 15-gallon trees must be planted and maintained for every 10,000 square feet of developed area. At least 65 percent of the trees must be listed on the drought-tolerant approved plant list.
- **High-Efficiency Toilets:** New toilets must be rated high-efficiency.
- **CALGreen Standards:**
 - Provide accessible bicycle parking, such as permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, and secure bicycle parking for 5 percent of motorized vehicle parking capacity.
 - Provide designated parking for low-emitting, fuel-efficient, and carpool/van pool vehicles.
 - Provide electric car charging stations for tenants and designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs. Provisions shall equal 5 percent of the total number of parking spaces.
 - HVAC systems shall undergo commissioning. The following equipment shall meet the following efficiency rates: Gas fired equipment - AFUE 0.9 or higher, Heat pumps HSPF 8.0 or higher, Cooling Equipment SEER 13.0 or higher.
 - Outside air delivery for mechanical and naturally ventilated spaces in buildings must meet the minimum requirements.
 - Use of low-VOC interior finish products such as paints and carpet to be compliant with VOC limits.

These measures are supportive of the goals of AB 32 and are directly applicable to the project. The project would be consistent with the applicable County policies to reduce GHG emissions. Therefore, implementation of the project would have no impact on the County or State's GHG reduction goals and no mitigation is required.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Less Than Significant Impact. Construction of the proposed project would involve the use of potentially hazardous materials such as vehicle fuels, oils, paints, and transmission fluids. With respect to existing operations on-site, the only hazardous materials currently used on-site are common cleaning solvents, painting supplies, and pesticides/herbicides for landscaping. Future project operation would represent a continuation, albeit an expansion, of the existing library and office uses on-site (i.e., library operations and use of the County office building), and the same types of common hazardous materials currently utilized by the library and office facilities would be used on-site in the future. Any hazardous materials used during construction and subsequent project operation would be contained, stored, and used in accordance with

applicable local, State, and/or Federal regulations and handled in accordance with manufacturer's specifications. = Therefore, risks associated with the use of these materials would be reduced to less than significant.

The project does not propose any changes to the operation of the Sheriff's Station. However, the Sheriff's Station currently has fueling and limited maintenance capabilities on-site for its vehicles, and routine soil testing in 1999 indicated fuel leakage from the underground tanks near the vehicle maintenance building. Resulting soil and groundwater contamination were observed in the vicinity of the tanks and to the east. The three faulty underground storage tanks were removed in 1999 and replaced with a dual-compartment, 12,000-gallon underground fuel storage tank and a 500-gallon aboveground waste oil storage tank. More than 130 cubic yards (170 tons) of contaminated soil were also removed for recycling and disposal. Since then, the project site has been routinely monitored and remediation is ongoing; remediation is anticipated to be concluded within the next three years. Monitoring and remediation will therefore be ongoing during construction and operation of the proposed project, but are not considered part of the proposed project.

The Project would require grading and excavation, however these activities would be confined to the western half of the project site in the vicinity of the library and County office building. No grading or excavation is planned within the portion of the project site containing the Sheriff's Station. Moreover, project grading and excavation would not intercept the groundwater table, which is approximately between 37 and 47 feet below ground surface. Since soil contamination is localized in the vicinity of the vehicle maintenance building and to the east, project construction and operation are not expected to intercept contaminated soils or groundwater expected to be affected by the remediation activities. A less than significant impact would occur in this regard and no mitigation is required.

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

Less Than Significant Impact. As discussed in the response to Question VIII.a, impacts pertaining to the project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant through compliance with the applicable regulatory requirements. It is anticipated that the limited use of common hazardous materials during project construction or subsequent operation of the library and County office facilities would **not** create a significant hazard associated with a risk of upset or accident conditions involving the release of hazardous materials. With regards to the Sheriff's Station, no change to operation of the Sheriff's station would occur as a result of the project. Compared to existing conditions, no new hazardous materials (i.e., vehicle fuels, oils, paints, and transmission fluids) associated with vehicle maintenance activities would occur at the Sheriff's Station as a result of project implementation. Thus, less than significant impacts would occur and no mitigation is required.

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

Less Than Significant Impact. The project site is just under one-quarter mile of the existing Moffett Elementary School. As discussed in the responses to Questions VIII.a and b, impacts pertaining to the

project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant through compliance with the applicable regulatory requirements. The expected limited use of hazardous materials during project construction or subsequent operation is not expected to create a significant hazard associated with the emission of hazardous materials or the handling of hazardous or acutely hazardous materials, substances, and therefore impacts on this school would be less than significant and no mitigation is required.

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 create a significant hazard to the public or the environment?

Less Than Significant Impact. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites [National Priorities List (NPL)]; State Response sites; Voluntary Cleanup sites; and School Cleanup sites. Based on a review of the EnviroStor database, neither the project site nor its former uses are identified on any of the above lists.³³

The project site is listed on the State Water Board's Geotracker Database, which provides a list of leaking underground storage tank sites that are included on the Cortese List.³⁴ The Geotracker Database identifies leaking underground gasoline storage tanks (LUST) associated with the Sheriff's Station and defines the current cleanup status as "Open-Remediation" as of November 30, 2010. The database notes that soil and groundwater (other than drinking water) are potentially affected, but the extent of contamination has not yet been determined.

A corrective action letter was issued to the County by the California Regional Water Quality Control Board (RWQCB) in September 2011, following review of the groundwater monitoring report for the first half of 2011.³⁵ The letter stated in its Site Assessment/Corrective Action Update that three underground storage tanks containing gasoline were removed from the site in January 1999. A total of 10 monitoring wells and eight soil-gas monitoring probes were subsequently installed on the project site; site assessments conducted between 1999 and 2010 indicated soil and groundwater contamination resulting from the release of fuel constituents from the tanks that were removed. Groundwater was identified as being 37 to 41 feet below

³³ Department of Toxic Substances Control, Envirostor Database at <http://www.envirostor.dtsc.ca.gov/public>; accessed November 17, 2011.

³⁴ State Water Board Geotracker Database, <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=4359+Lennox+Blvd.+Lennox%2C+CA+90304+> and http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603792949/; accessed November 21, 2011.

³⁵ California Water Quality Control Board, Los Angeles Region, Underground Storage tank Program-- Requirement to Take Corrective Action in Response to Unauthorized Underground Storage Tank Release, Lennox Sheriff's Station, 4331 West Lennox Boulevard, Lennox, CA (File No. R-01724), September 19, 2011. http://geotracker.waterboards.ca.gov/regulators/deliverable_documents/8338363468/4331%20W.%20Lennox%20Blvd.%20%2809-19-11%29.pdf

ground surface, with the direction of groundwater flow toward the east. In May 2011, it was noted that no free product (i.e., contaminants) was detected in the groundwater; however, contaminants were detected in the soil, including perchloroethylene (PCE), methyl tertiary butyl ether (MTBE), and tertiary butyl alcohol (TBA). The RWQCB corrective action letter provides approval of the County's proposed Remedial Action Plan, which recommends implementation of a surfactant-enhanced high vacuum dual phase extraction for one year, to address the soil and groundwater contamination. A workplan identifying the number and location of groundwater monitoring wells to be installed on the project site is due to the RWQCB by January 15, 2012. The project site has been routinely monitored and remediation is ongoing; remediation is anticipated to be concluded within the next three years. Monitoring and remediation will therefore be ongoing during construction and operation of the proposed project.

Project-related grading and excavation would remove soil to a maximum depth of approximately ten feet, but these activities would be confined to the western half of the project site in the vicinity of the library and County office building. No grading or excavation is planned within the portion of the project site containing the Sheriff's Station. Moreover, project grading and excavation would not intercept the groundwater table, which is approximately between 37 and 47 feet below ground surface. Since soil contamination is localized in the vicinity of the vehicle maintenance building and to the east, project construction and operation are not expected to intercept contaminated soils or groundwater expected to be affected by the remediation activities. Therefore project implementation would not create a significant hazard to the public or environment; impacts would therefore be less than significant.

Lastly, the project site is not listed on CalEPA's list of sites with active Cease and Desist Orders (CDO) or Cleanup and Abatement Orders (CAO) or list of contaminated solid waste disposal sites.³⁶ A less than significant impact would occur in this regard and no mitigation is required.

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

No Impact. The project site is not located within an airport land use plan, but is approximately one mile east of the LAX south runway complex. The project would not result in a safety hazard for people residing or working in the project area; no proposed buildings or structures would exceed the height of the tallest existing building on the project site (the two-story Sheriff's Station) and no other project features would represent a safety hazard. No impact would occur and no mitigation is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

No Impact. There are no private airstrips in the vicinity of the project site and the site is not located within a designated airport land use plan. Therefore, the project would not result in airport-related safety hazards for the people residing or working in the area. Thus, no impacts would occur in this regard and no mitigation is required.

³⁶ CalEPA's List of Active CDO and CAO sites; online at <http://www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls>; accessed August 4, 2010.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. No aspect of the proposed project would adversely affect an adopted emergency response plan or emergency evacuation plan for the project site or project area. The existing Sheriff's Station would continue to operate on the project site. Project implementation would not change vehicular circulation in the immediate project area or access to the project site; Sheriff's Department personnel would continue to access the site via the existing Lennox Boulevard driveway and the public driveway on Hawthorne Boulevard. No impacts would occur in this regard and no mitigation is required.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site has been developed with the existing uses since the 1940s and does not contain wildland features. In addition, the site is not located adjacent to any wildland areas. Therefore, development of the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no impacts would occur in this regard and no mitigation is required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. As the project would only require minimal earthwork and grading activities, the project would not be expected to affect groundwater. In addition, construction of the project would occur in accordance with the requirements of the NPDES General Construction permit, which requires the preparation and implementation of a SWPPP with BMPs designed to ensure that construction activities do not affect the quality of runoff. In addition, the project will implement County grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Compliance with the applicable regulatory requirements and County erosion control regulations would ensure that project construction activities result in less than significant short-term construction impacts.

In accordance with NPDES General Permit and County requirements, a SUSMP with BMPs would be prepared for approval by the County and would be implemented throughout the operational life of the project to ensure that project operation would not adversely affect the quality of storm water runoff. Therefore, the proposed project would not contribute substantial pollutants to the storm water conveyance system and/or downstream receiving water bodies during operation. Thus, less than significant water quality impacts during project operation would occur and no mitigation is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing

nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

Less Than Significant Impact. The project would expand the existing library by approximately 4,396 square feet and renovate approximately 10,072 square feet of existing office space. The increase in the library square footage would result in an increase daily water usage of approximately 440 gallons per day.³⁷ However, the water conservation measures listed in the response to Question VII.A, Greenhouse Gases and required for compliance with the County’s Green Building Ordinance, including a reduction in domestic water demand in the new and/or remodeled spaces by at least 20 percent (below the standards in Title 24) through the use of low-water or high-efficiency fixtures, and the use of drought resistant or low-water plants and water-efficient irrigation techniques, including a smart irrigation controller, would offset a large portion, if not all, of the increase in water usage from the library expansion. Thus, there would be a nominal, increase, if any, in regards to water usage within the Civic Center after implementation of the project’s water conservation measures and compliance to the County’s Green Building Ordinance. Furthermore, no on-site water well installation or usage would occur with project implementation. As such, impacts to groundwater would be less than significant and no mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact (c and d). The site is relatively level with no significant topography. Surface water drainage at the site is currently by sheet flow along the existing ground contours to the gutters along Lennox Boulevard and Hawthorne Boulevard, and there then conveyed to existing storm drains. This drainage pattern would be retained with development of the project and appropriate drainage improvements would be made on-site to contain and direct stormwater flows to the local storm drain system. The site would be continue to be entirely developed, paved, or landscaped. Additionally, project construction would comply with applicable NPDES and County requirements, including preparation of a SWPPP and SUSMP; in compliance with SUSMP requirements, post-development peak storm water runoff discharge rates are not permitted to exceed pre-development rates where there is potential for increased downstream erosion. Accordingly, the volume of stormwater runoff following project implementation is not expected to substantially increase and the potential for erosion or siltation would be minimal. Therefore, less than significant impacts associated with alterations to existing drainage patterns and any associated increase in erosion would occur with project implementation.

³⁷ *Water usage based on 125% of the project’s wastewater generation. The project’s increase in wastewater would be 352 gallons per day, which is based on a generation factor of 80 gallons/day for library (public area), as stated in the City of Los Angeles CEQA Thresholds Guide, 2006.*

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

Less Than Significant Impact. As discussed in the responses to Questions IX.a and -d, the drainage pattern of the site would be retained with development of the project and appropriate drainage improvements would be made on-site to contain and direct stormwater flows to the local storm drain system. Given the size of the site, the amount of impervious surfaces under the proposed conditions would not substantially increase the volume of runoff under the proposed conditions. Nonetheless, the local storm drain system has been designed in anticipation of the site being developed and as such would accommodate the increase in stormwater runoff from the site. Therefore, the project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. Furthermore, project implementation would comply with all applicable water regulations including implementation of SWPPP and a SUSMP to reduce water quality impacts, including minimizing the potential for erosion or siltation on- or off-site, during construction and operation of the project. The SUSMP would include BMPs that are not currently in place for the site and as such, it can be expected that water quality of runoff from the site would improve under the proposed conditions. Less than significant impacts would occur in this regard and no mitigation is required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. As discussed in the responses to Questions IX.a and -d, the project would comply with applicable NPDES and County requirements, which include the implementation of BMPs during construction and operation of the project as stipulated within a SWPPP and SUSMP, respectively. Compliance with these regulatory requirements would ensure that the project would not otherwise substantially degrade water quality. Thus, impacts would be less than significant in this regard and no mitigation is required.

g) Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project does not propose the development of housing within a 100-year flood plain as mapped on a Federal Emergency Management Agency (FEMA).³⁸ Therefore, no impacts associated with a 100-year flood plain would occur and no mitigation is required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As indicated above, the project site is not located within a 100-year flood plain. Thus, the project would not place structures within a 100-year flood plain which would impede or redirect flood flows. Therefore, no impacts would occur in this regard and no mitigation is required.

³⁸ FEMA website. <http://msc.fema.gov>, flood plain map panel ID #06037C1780F, website accessed July 19, 2011.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The site is not located within a dam inundation area as mapped by the California Department of Water Resources³⁹. Therefore, no potential for dam inundation exists on-site. Therefore, no impacts would occur in this regard and no mitigation is required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The project site is located approximately 5 miles east of the Pacific Ocean and is site is not located in a potential tsunami zone.⁴⁰ Furthermore, since the project site is not located in close proximity to a contained body of water, there is no potential impact associated with a seiche. With respect to the potential impact from a mudflow, the project site is relatively flat and is surrounded by urban development; therefore, it does not contain any sources that could result in a mudflow (e.g., steep slopes with unstable soils). Therefore, no impact would occur with respect to risk of loss, injury, or death by seiche, tsunami, or mudflow and no mitigation is required.

X. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would include several improvements to the existing Lennox Civic Center Complex to increase accessibility and space for on-site programs, including renovation and expansion of the existing library, renovation of the County office building to accommodate a teen center/community room and offices and amenities for several County programs; renovations to the Sheriff's Department Lennox Boulevard building façade; reconfiguration of surface parking; and landscape improvements. The existing project site is fully developed and the proposed project would not introduce new land uses on the project site. Pedestrian and vehicular traffic in the surrounding community would not be altered and would continue to utilize the same circulation facilities and patterns as occur presently. As a result, the project would not physically divide an established community and therefore will have no impact in this regard. Accordingly, no mitigation is required.

b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project site is located on a lot designated for commercial use and zoned C-2: Neighborhood Business Zone. Permitted uses include commercial and services uses including libraries, policies stations and other civic uses. The proposed project involves the improvement and expansion of

³⁹ Source: Los Angeles County Draft 2035 General Plan Safety Element, Dam and Reservoir Inundation Routes, Map 9.4. April 2011.

⁴⁰ Los Angeles County Draft 2035 General Plan Safety Element, Tsunami Hazard Areas, Map 9.3, April 2011.

existing uses of the Lennox Civic Center Complex that has been in continuous use since its construction in 1947-48. The proposed project would not introduce new land uses on the project site.

The project site's existing uses and proposed improvements are consistent with the C-2 permitted land use designations and regulations within the C-2 zone. Therefore, the proposed project would be consistent with the land use designations and zoning of the site. Overall, the project would be consistent with the applicable land use plans and policies for the site and less than significant impacts would occur in this regard. Accordingly, no mitigation is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. There is no adopted Habitat Conservation Plan or Natural Community Conservation Plan in place for the project site. Therefore, implementation of the project would not conflict with any habitat conservation plans, and no impacts would occur in this regard. Accordingly, no mitigation is required.

XI. MINERAL RESOURCES

Would the project:

a) Result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. No mineral resources (i.e., oil, sand, gravel, rock) are known to exist on the project site and no mineral extraction activities occur on the site. The project site is not located within a designated mineral extraction area. In addition, the project does not have the capability to result in the loss of availability of a mineral resource. Thus, no impacts to mineral resources would occur and no mitigation is required.

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

No Impact. No mineral resources (i.e., oil, sand, gravel, rock) are known to exist on the project site and no mineral extraction activities occur on the site. The project site is not located within a designated mineral extraction area. In addition, the project does not have the capability to result in the loss of availability of a mineral resource. Thus, no impacts to mineral resources would occur and no mitigation is required.

XII. NOISE

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant With Mitigation Incorporated. The following analysis evaluates the potential noise impacts at noise-sensitive land uses resulting from construction and operation of the proposed Project. The analysis also evaluates the potential noise impacts from the site noise environment to the proposed residential uses. Technical data prepared in support of this analysis is provided in Appendix F of this document.

Applicable Noise Regulations

County of Los Angeles Noise Ordinance

Operational Noise

Chapter 12.08 of the County of Los Angeles Municipal Code (LACMC) provides exterior noise standards and specific noise restrictions and exemptions for noise sources within the unincorporated areas within the county. Section 12.08.390 of the LACMC specifies exterior noise standards of 45 dBA and 50 dBA in a residential zone, for nighttime and daytime hours, respectively. These noise limits are applied to noise sources which last a minimum of 30 minutes in an hour (L_{50}). In the event that the actual measured ambient noise level exceeds the County's standard, the measured ambient noise level becomes the noise standard (LACMC Section 12.08.390.B).

Construction Noise

LACMC Chapter 12.08.440 specifies maximum noise level for construction activities at residential structures as follows:

- a) Mobile Equipment – Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

Period	Maximum Noise Level due to Construction Activities at Single-Family Residential
Daily, except Sundays and legal holidays, 7:00 A.M. to 8:00 P.M.	75 dBA
Daily, 8:00 P.M. to 7:00 A.M. and all day Sunday and legal holidays	60 dBA

- b) Stationary Equipment - Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

Period	Maximum Noise Level due to Construction Activities at Single-family Residential
Daily, except Sundays and legal holidays, 7:00 A.M. to 8:00 P.M.	60 dBA
Daily, 8:00 P.M. to 7:00 A.M. and all day Sunday and legal holidays	50 dBA

Therefore, the project would result in a significant noise impact if:

Mobile Equipment - Project on-site mobile equipment exceeds 75 dBA at single-family residential uses daily between the hours of 7:00 A.M. and 8:00 P.M., except Sundays and legal holidays; or exceeds 60 dBA daily between the hours of 8:00 P.M. and 7:00 A.M. and all day Sunday and legal holidays.

Stationary Equipment - Project on-site stationary equipment exceeds 60 dBA at single-family residential uses daily between the hours of 7:00 A.M. and 8:00 P.M., except Sundays and legal holidays; or exceeds 50 dBA daily between the hours of 8:00 P.M. and 7:00 A.M. and all day Sunday and legal holidays.

Existing Conditions

The project site occupies the northeast corner of the intersection of Lennox Boulevard and Hawthorne Boulevard and is bounded to the south and west by those roadways.

To quantify and study the existing noise environment, short-term (15-minute) measurements were conducted at three locations, identified as R1, R2, and R3. The ambient noise measurements were made in accordance with the County’s standards.⁴¹ The short-term ambient sound measurements were conducted on Monday, July 11, 2011 between the hours of 8:00 A.M. and 10:00 A.M. The noise measurement locations are illustrated in **Figure B-2, Noise Measurement and Sensitive Receptor Locations**, and described below:

Measurement Location R1: This measurement location represents the noise environment of the project site and the noise-sensitive receptors east of the project site along Lennox Boulevard. The sound measuring device (sound level meter) was placed on southwest corner of the project site approximately 20 feet from the multi-family residential uses along Lennox Boulevard.

Measurement Location R2: This measurement location also represents the existing environment of the project site and the nearest noise sensitive uses adjacent north of the project site. The noise measuring device was placed on the site’s northern boundary approximately 100 feet from the residential buildings.

⁴¹ Los Angeles County Municipal Code, Chapter 12.08.

Measurement Location R3: This measurement location represents the existing environment of the noise sensitive uses west of the project site. The noise measuring device was placed on an alley near the residential uses approximately 270 feet from the project site.

The ambient noise measurements were conducted using a Larson-Davis 820 Precision Integrated Sound Level Meter (SLM). The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute (ANSI) S1.4. Measurement instruments were calibrated and operated according to manufacturer specifications. The microphone was placed at a height of 5 feet above the local grade.

These locations provide a representative characterization of the existing noise conditions within the project vicinity. The results of the ambient sound measurement data are summarized in **Table B-5**, Summary of Ambient Noise Measurements.

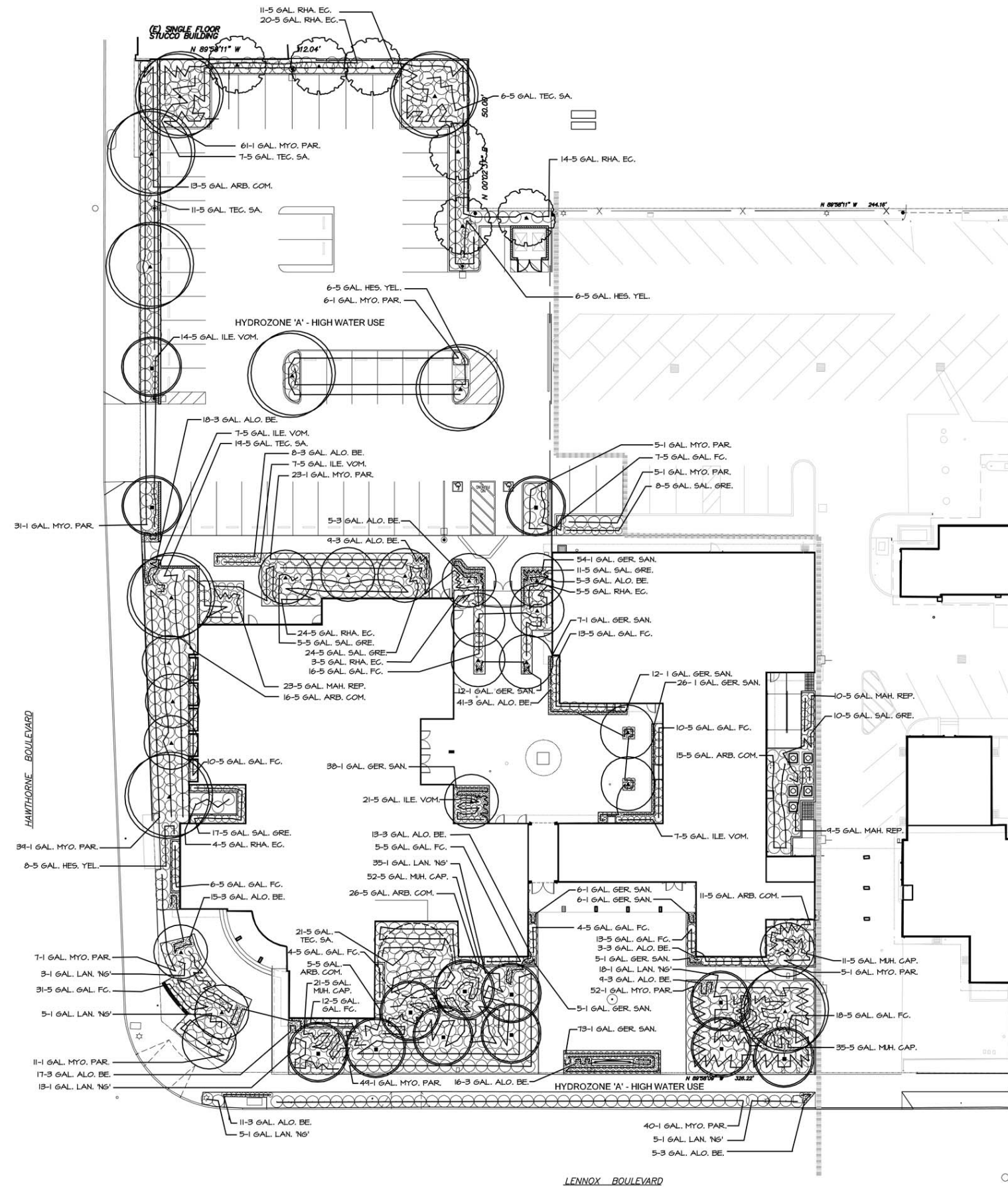
Table B-5

Summary of Ambient Noise Measurements

Receptor Location	Measured Ambient Noise Levels, ^a (dBA)	
	Daytime (7 A.M. to 10 P.M.)	
	Hourly L _{eq}	
R1 – 7/11/11 Monday/ (8:55 A.M.)	66	
R2 – 7/11/11 Monday/ (9:15 A.M.)	68	
R3 – 7/11/11 Monday/ (9:38 A.M.)	72	

Source: PCR Services Corporation, 2011.

To further characterize the area's noise environment, the CNEL noise levels generated by existing traffic on local roadways was calculated using a noise prediction model developed based on calculation methodologies provided in the Caltrans Technical Noise Supplement (TeNS) document and traffic data provided in the project Traffic Impact Analysis Report (TIA). The roadway noise calculation procedures provided in the Caltrans TeNS are consistent with Federal Highway Administration RD-77-108 roadway noise prediction methodologies. This methodology allows for the definition of roadway configurations, barrier information (if any), and receiver locations. To represent a simplified analysis, consistent with the amount of project related technical information currently available, the noise model assumes a "hard" site condition (i.e., this is a conservative assumption which limits sound attenuation due to ground condition to a maximum of 3 dBA per doubling of distance whereas the "soft" ground condition would provide sound attenuation of 4.5 dBA per doubling of distance) and no barriers between the roadway and receivers.



TREE LEGEND						
SYMBOL	DESCRIPTION	COMMON NAME	SIZE	QUANTITY	REMARKS	
	AREBUTUS MARINA 'STANDARDS'	NCN	24" BOX	19	INSTALL PER DETAIL #2 SHEET LPD-1	4'-10" HIGH X 3'-4" WIDE
	X CHITALPA TASHKENTENSIS 'PINK DAWN' STANDARDS	CHITALPA	36" BOX	13	INSTALL PER DETAIL #1 SHEET LPD-1	11'-13" HIGH X 5'-7" WIDE
	GELIERA PARVIFLORA 'BUSH FORM' / 'LOW BRANCH'	AUSTRALIAN WILLOW	24" BOX	6	INSTALL PER DETAIL #2 SHEET LPD-1	8'-10" HIGH X 4'-5" WIDE
	PLATANUS ACERIFOLIA 'COLUMBIA' STANDARDS	LONDON PLANE TREE	24" BOX	4	INSTALL PER DETAIL #2 SHEET LPD-1	10'-12" HIGH X 4'-5" WIDE
	EXISTING TREE TO REMAIN. PROTECT IN PLACE. PRUNE AND LACE TREE TO AVOID BUILDING AND BUILDING EYE. SEE TREE PROTECTION AND PRUNING NOTES ON SHEET LPD-1					

TREE CONTAINER SIZE LEGEND	
SYMBOL	DESCRIPTION - REMARKS
	24"-BOX (DOUBLE STAKE PER DETAIL 1 OR 2 SHEET LPD-1)
	36"-BOX (GUY PER DETAIL #1 SHEET LPD-2)
NOTE: WHERE SPACE DOES NOT PERMIT GUYING, TRIPLE-STAKE 36" TREE USING STAKES AND MATERIAL IN DETAIL #2, SHEET LPD-1. EQUAL TRIANGULAR STAKES AROUND TREE.	

SHRUB AND GROUNDCOVER LEGEND						
ABBR.	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	REMARKS	
ALO. BE.	ALOE X 'BLUE ELF'	NCN	3 GAL.	167	INSTALL PER	SHEET LPD-1.
ARB. COM.	AREBUTUS UNEDO 'COMPACTA'	STRAWBERRY SHRUB	5 GAL.	86		
GAL. FC.	GALVEZIA SPECIOSUM 'FIRECRACKER'	ISLAND BUSH SNAPDRAGON	5 GAL.	150		
GER. SAN.	GERANIUM SANGUINEUM	BLOODY CRANESBILL	1 GAL.	236		
HES. YEL.	HESPERALOE PARVIFLORA 'YELLOW'	YELLOW HESPERALOE YUCCA	5 GAL.	21		
I.L.E. VOM.	ILEX VOMITORIA 'STOKES'	DWARF YAUPON HOLLY	5 GAL.	57		
LAN. 'N'	LANTANA HYBRID 'NEH GOLD'	NEH GOLD LANTANA	1 GAL.	81		
MAH. REP.	MAHONIA REPENS	CREEPING MAHONIA	5 GAL.	42		
MYO. PAR.	MYOPORUM PARVIFOLIUM 'UTAH CREEK'	NCN	1 GAL.	336		
M.H. CAP.	MUHLENBERGIA CAPULARIS 'REGAL MIST'	REGAL MIST MUHLY.	5 GAL.	119		
RHA. EC.	RHAMNUS CALIFORNICA 'EVE CASE'	COFFEEBERRY	5 GAL.	81		
SAL. GRE.	SALVIA GREGGII 'HOT PINK'	AUTUMN SAGE	5 GAL.	74		
TEC. SA.	TECOMA HYBRID 'SIERRA APRICOT'	NCN	5 GAL.	64		

SYMBOL LEGEND:
 68-5 GAL. SAL. GRE.
 DENOTES PLANT MATERIAL, SEE LEGEND
 PLANT SIZE (5 GAL. = 5 GALLON, 1 GAL. = 1 GALLON)
 DENOTES QUANTITY IN GROUP

THE FOLLOWING PLANT MATERIALS ARE AVAILABLE THROUGH MOUNTAIN STATES WHOLE SALE NURSERY - NO SUBSTITUTIONS. CONTACT AT MSWN 15 WENDY PROUD 1.626.274.1956

- ALOE X BLUE ELF
- HESPERALOE PARVIFOLIA 'YELLOW'
- LANTANA 'NEH GOLD'
- MUHLENBERGIA CAPULARIS 'REGAL MIST'
- TECOMA HYBRID 'SIERRA APRICOT'

ALL PLANT QUANTITIES SHOWN ON LEGENDS ARE FOR GENERAL INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN TAKEOFFS AND QUANTITIES BASED ON ACTUAL GRAPHIC CIRCLES SHOWN ON PLAN.

DROUGHT - TOLERANT LANDSCAPEING REQUIREMENTS

- MINIMUM 15% OF ALL LANDSCAPING MUST BE DROUGHT - TOLERANT
- GRASS/TURF
- MAXIMUM 25% OF ALL LANDSCAPING
- MAXIMUM TOTAL 5000 SQUARE FEET AREA
- MUST BE WATER-EFFICIENT
- MINIMUM FIVE FEET WIDTH
- GROUP PLANTS WITH SIMILAR WATERING NEEDS

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A model calibration test was performed to establish the noise prediction model's accuracy. The road segment included in the calibration test was Lennox Boulevard. At the noted location, a 15-minute noise recording was made concurrent with logging of actual traffic volumes and auto fleet mix (i.e., standard automobile, medium duty truck, or heavy duty truck). The traffic counts were entered into the noise model along with the observed speed, lane configuration, and distance to the roadway to calculate the traffic noise levels. The noise model results are less than within 1 dBA of the measured noise levels, which is within the industry standard tolerance of the noise model (i.e., +/- 1 dBA). Therefore, the project-specific traffic noise prediction model is considered accurate and specific to the project conditions.

Short-Term Construction Noise

Noise from construction activities would be generated by vehicles and equipment involved during various stages of construction operations: demolition, excavation, foundation, and building construction. The noise levels created by construction equipment will vary depending on factors such as the type of equipment, the specific model, the operation being performed and the condition of the equipment. Construction noise associated with the proposed project was analyzed using a mix of typical construction equipment, estimated durations and construction phasing.

Construction activities at the project site would include four stages: (1) demolition; (2) grading; (3) building construction; and (4) paving. Each stage involves the use of different kinds of construction equipment and, therefore, has its own distinct noise characteristics. Demolition typically involves the use of concrete saw, dozer, loaders, and other equipment. Site grading/foundation typically involves the use of earth moving equipment, such as backhoe, loaders, air compressor, pump, water trucks, and other equipment. Construction of building typically involves the use of cranes, air compressor, chain saw, forklift, loader, and other equipment. Paving typically involves the use of concrete mixer truck, paver, pavement scarifier, roller, and loader. The project construction noise model is based on construction equipment noise levels as published by the Federal Highway Administration (FHWA)⁴². Construction activities for improvements to existing buildings would occur mainly inside buildings. As such, noise impacts would be less than significant.

In an outdoor environment, sound levels attenuate through the air as a function of distance. Such attenuation is called “distance loss” or “geometric spreading” and is based on the source configuration, point source or line source. For a point source such as construction equipment, the rate of sound attenuation is 6 dB per doubling of distance from the noise source. For example, that is, a noise level of 85 dBA at a reference distance of 50 feet from the equipment would attenuate to 79 dBA at 100 feet, and 73 dBA at 200 feet.

Table B-6, *Estimate of Construction Noise Levels (L_{eq}) at Off-Site Sensitive Receiver Locations*, provides the estimated construction noise levels at nearby noise sensitive receptors where current sound ambient were recorded and a comparison with the noise impact criteria. The residential building, R2 is located north of the project approximately 210 feet from the construction site of the project where heavy equipment would be operated. The estimated noise levels represent a worst case scenario because construction activities are analyzed as if they were occurring along the perimeter of the project site, whereas actually, construction will occur in a limited area and at a further distance from noise sensitive receptors.

⁴² *Roadway Construction Noise Model, Federal Highway Administration, 2006*

Table B-6

Estimate of Construction Noise Levels (L_{eq}) at Off-Site Sensitive Receiver Locations

Receptor ^a	Construction Phases	Nearest Distance between Receptor and Construction Site, feet	Estimated Construction Noise Levels at the Noise Sensitive Receptor by Construction Phase, ^a		Significance Impacts Threshold, (dBA)	Exceeds Significance threshold?
			Hourly L_{eq} (dBA)			
R1 ^b	Demolition	130	70		75	No
	Mass Grading	220	66			No
	Building Construction	130	70			No
	Paving	220	65			No
R2	Demolition	210	71		75	No
	Mass Grading	210	72			No
	Building Construction	210	72			No
	Paving	85	76			Yes
R3 ^b	Demolition	270	64		75	No
	Mass Grading	270	65			No
	Building Construction	270	65			No
	Paving	270	63			No

Note: Noise Sensitive Receptor locations are shown on Figure B-2.

^a Estimated construction noise levels represent a conservative condition when noise generators are at the property boundary, located closest to the receptors.

^b Receptor locations R1 and R3 are partially shielded from the construction site by existing buildings. Therefore, R2 receptor is analyzed in the construction noise impact analysis.

Source: PCR Services Corporation, 2011.

These noise levels account for the project contractor(s) equipping construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards. The estimated noise levels represent a conservative scenario because construction activities are analyzed as if some of them were occurring along the perimeter of the construction area, whereas construction would typically occur throughout the site, further from noise-sensitive receptors. A summary of the construction noise impacts at the nearby sensitive receptors is provided in Table B-6. Detailed noise calculations for construction activities are provided in Appendix F of this document. Receptor locations R1 and R3 are partially shielded from the construction site by existing buildings. Therefore, R2 receptor is analyzed. As shown therein, construction-related noise would exceed ambient noise levels at the multi-family residential uses, R2. The highest construction noise level would be 76 dBA during paving phase at the residential building, R2 to the north. Noise levels usually diminish at a rate of approximately 6 dBA per doubling of distance. Thus, a noise level of 76 dBA at 85 feet to the residential building, R2, would be about 70 dBA at 170 feet at the center of the project site. The peak construction noise level at a given moment in time from heavy equipment could reach 76 dBA at R2; however, typical noise level from heavy equipment would be approximately 70 dBA as the equipment travels near the center of the project site, it would be approximately 170 feet from the residential building to the north, R2 and generate a lower noise level of approximately 70 dBA. The construction-period noise levels would exceed 75 dBA at the multi-family residential building, R2

without incorporation of mitigation measures, which would create a short-term significant impact. Mitigation Measures Noise-1 through Noise-3 are required to reduce the potential significant noise impacts to less than significant levels.

The County office building in the southern-central project site would undergo comprehensive interior renovations to accommodate field offices for the Second Supervisorial District and other county Departments. Construction activities would mostly occur within the existing building, and construction related noise of inside the existing building would not affect ambient noise levels outside of sensitive receptors. As such, noise impacts are expected to be less than significant.

Mitigation Measures

- NOISE-1 Noise-generating equipment operated at the project site shall be equipped with the most effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be periodically inspected and properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- NOISE-2 Truck deliveries and haul routes shall be directed away from noise sensitive uses, i.e., residential uses and schools, to the maximum extent possible.
- NOISE-3 Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously (more than 4 pieces of heavy construction equipment).

Level of Significance with Mitigation

Mitigation Measure NOISE-1 would provide approximately 3 dBA noise reduction at the R2 noise receptor location.⁴³ Implementation of Mitigation Measure NOISE-1 would reduce construction noise from 76 dBA to 73 dBA. As such, noise would not exceed the 75 dBA threshold (per construction noise standards in LACMC Chapter 12.08.440) for mobile equipment at the R2 noise receptor location. Thus, potentially significant construction noise impacts would be reduced to a less than significant level.

Noise level reductions attributable to Mitigation Measures NOISE-2 and NOISE-3 are not easily quantifiable. However, implementation of such measures would ensure the noise level impact associated with construction activities are reduced to a less than significant level.

Operational Noise

The existing on-site noise sources are mechanical equipment and parking area related noise. The project would have similar on-site noise sources such as mechanical equipment and parking area related noise.

The existing noise environment in the project vicinity is dominated by traffic noise from nearby roadways and airplanes passing over in the vicinity of the project site, as well as nearby commercial and residential activities. Long-term operation of the project would have a minimal effect on the noise environment in

⁴³ EPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

proximity to the project site. Noise generated by the project would result primarily from additional parking activities, normal operation of the building mechanical equipment, and additional off-site traffic.

On-Site Operational Noise

The operation of mechanical equipment such as air conditioning equipment may generate audible noise levels. However, mechanical equipment would likely be shielded from nearby uses to attenuate noise and avoid conflicts with adjacent uses. In addition, the project's mechanical equipment would need to comply with the County's noise standards, which establish maximum permitted noise levels from mechanical equipment. Project compliance with the County's noise standards would ensure that operational noise impacts are less than significant.

The parking lot occupying the northern half of the project site, excluding Sheriff's Department parking, would be demolished, repaved, and reconfigured for a total of 46 parking spaces. Hence, noise from new parking lot would be consistent with the existing ambient noise levels. Therefore, parking lot noise would not increase ambient noise levels at the sensitive receptors. As such, potential impacts would be less than significant.

Off-Site Traffic Noise

According to the Traffic Impact Report, operation of the project would generate 322 additional daily trips, including 16 trips during the AM peak hour and 39 trips during the evening peak hour. This increase would result in a less than significant impact at nearby signalized intersections.⁴⁴ The traffic-related noise levels at the off-site roadways would not yield a significant change as project related traffic volumes would be dispersed to various roadways. As such, traffic noise impacts would be less than significant and no mitigation measures are necessary.

As discussed above, operation of the Project would not generate excessive noise. Therefore, operational noise impacts would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The project would be constructed using typical construction techniques. As such, it is anticipated that the equipment to be used during construction would not cause excessive groundborne noise or vibration. Post-construction on-site activities would be limited to residential uses that would not generate excessive groundborne noise or vibration.

Vibration is not addressed either in the LACMC or in the Noise Element of the County's General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level than can damage structures.⁴⁵ A possible exception is the case of old, fragile buildings of historical significance where special care must be taken to avoid damage. The construction activities that

⁴⁴ *Traffic Impact Reports for the Lennox Constituent Service Center Project, Los Angeles, California, Fehr and Peers Transportation Consultant.*

⁴⁵ *U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 1995*

typically generate the most severe vibrations are blasting and impact pile driving, which would not be utilized for the proposed project. The proposed project would utilize typical construction equipment and methods such as use of bulldozers and excavators, which would generate limited ground-borne vibration during excavation and foundation activities. Based on the vibration data by the FTA, typical vibration velocities from the operation of a large bulldozer would be approximately 0.089 inches per second PPV (0.022 inches per second RMS) at 25 feet from the source of activity. Heavy-construction equipment (i.e., bulldozers) for the project could be utilized during construction activities associated with the library additions. The other project components such as renovations to building facades, parking lot re-configuration, and office facility improvements, are not anticipated to use heavy-construction equipment capable of generating substantial vibration levels. The residential building (multi-family residential uses to the north, R2) to the construction activities associated with the library addition are approximately 85 feet from the project construction site, which could be exposed to vibration velocities of 0.014 inches per second PPV. As this value is well below the 0.5 inches per second PPV significance threshold (potential building damage for older residential building), vibration impacts associated with construction would be less than significant at the nearest residential building.

Post-construction on-site activities would be limited to library uses and use of the County office building, and would not generate excessive groundborne noise or vibration. As such, groundborne vibration and noise levels associated with the project would be less than significant and no mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. The existing noise environment in the project area is dominated by traffic noise from nearby roadways and aircraft flying over in the vicinity of the project area, as well as nearby commercial and residential activities. Noise sources that would have potential noise impacts include: off-site auto traffic and mechanical (i.e., air-conditioning) equipment. Motor vehicle travel on local roadways attributable to the proposed project, as discussed in the response to Question XII.a, would have a less than significant impact on community noise levels. Noise levels associated with on-site operations (e.g., mechanical equipment) are also considered less than significant as discussed in the response to Question XII.a. Overall, long-term operation of the project would not have a significant effect on the community noise environment in proximity to the project site since the project would have similar noise sources (i.e., mechanical equipment and parking area) and levels as compared to existing conditions. As such, noise impacts would be less than significant and no mitigation is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant with Mitigation Incorporated. The proposed project would result in a temporary increase in ambient noise near the project site during construction period. Construction noise impacts are discussed in the response to Question XII.a. Noise generated by on-site construction activities would have a less than significant impact on surrounding uses with incorporation of the required mitigation measures.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is located approximately one mile east of the LAX south runway complex and is outside of the airport's existing and forecast 70 dBA CNEL noise contour (reference: LAX 3Q06 Noise Contour). Although aircraft noise would be audible at the project site as aircraft approach the south runway for landing, it would not be excessive. In addition, the Hawthorne Municipal Airport is located approximately 1.1 mile southeast of the project site. The proposed project site is outside of the Hawthorne Airport 65 dBA CNEL noise contour (reference: Los Angeles County General Plan "Draft" Airport Noise Contours). Thus, the proposed project would not expose people to excessive noise levels from airport activities, and no impacts would occur due to project development. Accordingly, no mitigation is required.

f) For a project within the vicinity of a private airstrip, heliport or helistop, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no private airstrips within two miles of the project site. As such, construction or operation of the project would not expose people residing or working in the area to excessive noise levels. No mitigation measures would be required.

XIII. POPULATION AND HOUSING

Would the project:

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

No Impact. An estimated eight net new employees would be present on the project site, including four library employees and four employees in the renovated County office building, following project implementation.⁴⁶ Given the incrementally insignificant increase in the employee population on-site, any residential growth in the area resulting from the new employment opportunities on-site would be inconsequential. Furthermore, the project involves the renovation and improvement of existing facilities that would utilize existing infrastructure and therefore would not involve major infrastructure improvements or expansion that would induce growth. Thus, no impact would occur in this regard and no mitigation is required.

⁴⁶ Correspondence between Ken Schuman, P.E., Project Management Division II, Los Angeles County Department of Public Works, and PCR Services Corporation, June 23, 2011.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact (b and c). The project site does not contain any housing and therefore would not necessitate any displacement of housing. As such, the project would not displace substantial numbers of existing housing or people that would necessitate the construction of replacement housing elsewhere. Thus, no impacts in these regards would occur and no mitigation is required.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, 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?

No Impact. The project would include improvements of the project site to increase accessibility and space for on-site programs, including renovation and expansion of the existing library, renovation of the County office buildings to accommodate new offices for several County programs including the County Supervisor's field office, and renovations to the Sheriff's Station exteriors. The project is not anticipated to place any additional demands on the fire protection services in the area. Thus, no impacts to fire protection services would occur and no mitigation is required.

ii) Police protection?

No Impact. The project would include improvements of the project site to increase accessibility and space for on-site programs, including renovation and expansion of the existing library, renovation of the County office buildings to accommodate a teen center/community center and office and amenities for several County programs, and renovations to the existing Sheriff's Departments Lenox building façade. The existing Sheriff's Station will remain on site and Sheriff's services will continue to be provided out of the Lenox Sheriff's Station.

The project is not anticipated to place any additional demands on the police protection services in the area. As such, no impacts are anticipated. Since the project includes renovation of portions of the Sheriff's Station, it would result in a beneficial impact with respect to police protection services. Accordingly, no mitigation is required

iii) Schools?

No Impact. Development of the project would not generate new students and does not have the capability to increase the demand on the local school system. As such, no impacts to schools would occur and no mitigation is required.

iv) Parks?

No Impact. The project would not introduce any new population that would create additional demands on existing or planned park facilities. The project would not displace or directly impact any parks or recreational facilities. As the project includes the development of a new teen center/community room it would result in improved recreational services in the area. Thus, no impacts to park facilities would occur and no mitigation is required.

v) Other public facilities?

No Impact. The project would not introduce any new population and is not anticipated to create an increase in the need for additional government public facilities such as libraries in the area. Rather, the project involves the renovation and expansion of the existing public library by 6,100 square feet that would provide new amenities such as a reference desk, additional reading rooms, computer work stations, a conference room, historical center, kitchen and restrooms. The project would also involve the renovation of the existing County office building to accommodate offices for several programs, including field offices for the County Supervisor, as well as amenities for several County programs. The project would also provide locker rooms for Sheriff's Department personnel within the County office building, and exterior building improvements to the Sheriff's Station. Therefore, the project would modernize the civi center complex to meet contemporary needs of the Lennox community, which is considered a beneficial impact for community residents. Thus, no adverse impacts on this facility or other public facilities or services are anticipated. Accordingly, no mitigation is required

XV. RECREATION**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?**

No Impact. The project would include improvements of the project site to increase accessibility and space for on-site programs, including renovation and expansion of the existing library, renovation of the County office buildings to accommodate a teen center/community center and office and amenities for several County programs, and renovations to the Sheriff's Departments Lenox building façade. The project would not introduce any new population that would create additional demands on existing or planned park facilities. In fact, as the project includes the development of a teen center/community room that would result in a beneficial impact regarding recreational services. Thus, no impacts to park facilities would occur and no mitigation is required.

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?

No Impact. The project would not introduce any new population that would create additional demands on existing or planned park facilities. Nor would the project displace or directly impact any parks or recreational facilities. As the project includes the development of a new teen center/community room it would result in improved recreational services in the area. Thus, no impacts to park facilities would occur and no mitigation is required.

XVI. TRANSPORTATION AND CIRCULATION

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. The following traffic analysis is based on the *Lennox Library and Constituent Center Project Trip Generation Analysis* Technical Memorandum prepared by Fehr & Peers on September 22, 2011 (refer to Appendix G to this document). The traffic analysis estimated trip generation for the proposed project by applying rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation, 8th Edition* (2008) to the proposed net new square footage and associated uses. As stated therein, the proposed library expansion and renovation of the County office building, which would renovate currently underutilized or vacant office space to house County programs in the future, are estimated to generate a total of 322 daily trips over and above existing conditions. Of these, 16 trips are projected to occur during the morning peak hour (12 inbound/4 outbound) and 39 trips are projected to occur during the evening peak hour.⁴⁷ Peak hour is significant as this time represents the worse-case daily traffic conditions.

Library hours of operation will remain unchanged. It should be noted that, because the library does not open until 11:00 AM, after the morning peak, this is likely to overstate actual project-related contributions to the morning peak. For this reason, and because no trip reductions were applied for library-related trips made by non-motorized transportation or by transit, this is considered a conservative (overstated) projection of daily and peak hour trips. Because of the nominal increase in peak hour trips generated by the project, it has been determined that this level of increase at this location would not significantly affect traffic operations in the vicinity. Therefore, the project-related increase in traffic would have a less than significant impact on the existing traffic load and capacity of the street system and no mitigation is required.

⁴⁷ Fehr & Peers, *Lennox Library and Constituent Center Project Trip Generation Analysis*, September 9, 2011. Attached as Appendix G of this document.

b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. An analysis is required at all CMP monitoring intersections for which a project is projected to add 50 or more trips during any peak hour, and for all freeway segments for which a project is projected to add 150 or more hourly trips, in each direction, during the peak hours analyzed. As stated in the response to Question XVI.a, the proposed project would generate 16 trips during the AM peak hour and 39 trips during the PM peak hour. Because the number of trips generated as the result of the project would not add enough trips during peak hours to adversely affect the level of service at area intersections, impacts on the surrounding roadway system, including County-designated Congestion Management Program intersections and highways, would be less than significant and no mitigation is required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?

No Impact. The project is approximately one mile east of LAX, but does not propose any physical or operational characteristics that would affect air traffic in any way. No impacts would occur in this regard and no mitigation is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Project construction would take place entirely on the project site and would not modify vehicular circulation in the project area or access to the project site during construction or operation of the project; access would continue to be provided via the Lennox Boulevard driveway for Sheriff's Department personnel and through the Hawthorne Boulevard driveway for personnel and the public. Impacts related to design hazards or incompatible uses would be less than significant and no mitigation is required.

e) Result in inadequate emergency access?

Less Than Significant Impact. During construction, no road or lane closures are anticipated to occur. Further, project construction would take place entirely on the project site and is not anticipated to disrupt emergency access to or from the project site, either for Sheriff's Department operations or for any potential emergency response to the project site or in the project area. Project implementation would not modify vehicular circulation in the project area or access to the project site; access would continue to be provided via the Lennox Boulevard driveway for Sheriff's Department personnel, and through the Hawthorne Boulevard driveway for library and County office building staff and visitors, as well as Sheriff's Department staff and visitors. Impacts related to emergency access would be less than significant and no mitigation is required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. Project implementation would not modify vehicular circulation in the project area. The existing bus stop on Hawthorne Boulevard adjacent to the library would remain and therefore the project site would continue to be served by, and accessible from, public transit. Bicycle racks are presently provided on the project site and would remain following project implementation. Accordingly, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts on alternative transportation would be less than significant and no mitigation is required.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Wastewater treatment for the project area is provided by the Sanitation Districts of Los Angeles County. Any wastewater generated from the project would be conveyed and treated at the Hyperion Treatment Plant (HTP) located in El Segundo. The HTP is designed to treat 450 million gallons per day (mgd), with annual increases in wastewater flows limited to five mgd by City Ordinance No. 166,060. The HTP currently processes an average of 340 mgd, with excess capacity of approximately 110 mgd.

Based on the proposed increase in library square footage of 4,396 square feet, the increase in wastewater generated following project implementation is expected to be 352 gallons per day.⁴⁸ Thus, the proposed project's increase in wastewater would be accommodated at the HTP and since the type of wastewater generated by the project would be similar to existing conditions, the project is not anticipated to exceed wastewater treatment requirements of the Regional Water Quality Control Board and impacts would be less than significant. Accordingly, no mitigation is required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The project site is located within the water service area of the Los Angeles Department of Water and Power (LADWP). Wastewater treatment for the project area is provided by the Sanitation Districts of Los Angeles County. As described in Response XVI.a, the HTP wastewater treatment facility would treat wastewater from the site. Given the size and scope of the project, which includes a limited additional number of on-site employees, the project would not require or result in the construction of new water or

⁴⁸ *The project's increase in wastewater would be 352 gallons per day, which is based on a generation factor of 80 gallons/day for library (public area), as stated in the City of Los Angeles CEQA Thresholds Guide, 2006.*

wastewater treatment facilities or expansion of existing facilities. Thus, no impacts would occur and no mitigation is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The project site is already developed, and on-site surface drainage is conveyed via sheet flow into gutters and catchment basins within Lennox and Hawthorne Boulevards. The same basic drainage pattern would be retained following project implementation and appropriate drainage improvements would be made on-site to contain and direct stormwater flows to the local storm drain system. Project implementation would not require substantial new off-site new storm water drainage facilities or expansion of existing off-site facilities.

Furthermore, the project applicant would comply with all applicable NPDES and County requirements, as discussed above including those regarding preparation of a SWPPP and SUSMP to reduce water quality impacts, including minimizing the potential for erosion or siltation on- or off-site, during construction and operation of the project. In conclusion, as the proposed drainage pattern would not be substantially altered when compared to existing conditions and substantial new or expanded storm water facilities would not be necessary with project implementation, less than significant impacts would occur. Accordingly, no mitigation is required

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. As previously stated, the project site is located within the water service area of LADWP. The increase in the library square footage would result in an increase daily water usage of approximately 440 gallons per day.⁴⁹ However, the water conservation measures listed in the response to Question VII.A, Greenhouse Gases and required for compliance with the County's Green Building Ordinance, including a reduction in domestic water demand in the new and/or remodeled spaces by at least 20 percent (below the standards in Title 24) through the use of low-water or high-efficiency fixtures, and the use of drought resistant or low-water plants and water-efficient irrigation techniques, including a smart irrigation controller, would offset a large portion, if not all, of the increase in water usage from the library expansion. Thus, there would be a nominal, increase, if any, in regards to water usage within the Civic Center after implementation of the project's water conservation measures and compliance to the County's Green Building Ordinance. Given that the project would be consistent with the designated and historic land use for the project site, and the project's nominal increase, if any, in overall water demand within LADWP's service area, no new or expanded entitlements would be necessary with project implementation. Impacts would be less than significant and no mitigation is required.

⁴⁹ *Water usage based on 125% of the project's wastewater generation. The project's increase in wastewater would be 352 gallons per day, which is based on a generation factor of 80 gallons/day for library (public area), as stated in the City of Los Angeles CEQA Thresholds Guide, 2006.*

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

Less Than Significant Impact. Sewer service would continue to be provided to the project site by the Sanitation Districts of Los Angeles County, as under existing conditions. The increase in the library square footage would result in an increase daily wastewater usage of approximately 352 gallons per day.⁵⁰ However, the water conservation measures listed in the response to Question VII.A, Greenhouse Gases and required for compliance with the County's Green Building Ordinance, including a reduction in domestic water demand in the new and/or remodeled spaces by at least 20 percent (below the standards in Title 24) through the use of low-water or high-efficiency fixtures, and the use of drought resistant or low-water plants and water-efficient irrigation techniques, including a smart irrigation controller, would offset a large portion, if not all, of the increase in wastewater from the library expansion. Thus, there would be a nominal, increase, if any, in regards to wastewater usage within the Civic Center after implementation of the project's water conservation measures and compliance to the County's Green Building Ordinance. Given the nominal increase in wastewater, if any, wastewater generated during future operations on the project site would not result in a cumulatively considerable contribution to cumulatively significant wastewater treatment capacity impacts. Thus, the proposed project is not anticipated to result in the need for new or expanded wastewater infrastructure or create capacity problems at the treatment plant serving the project site. Impacts regarding the adequacy of wastewater conveyance and treatment facilities serving the project would be less than significant and no mitigation is required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Although Los Angeles County provides solid waste management services to the project site and unincorporated areas, disposal destinations for solid waste would be at the discretion of the private haulers, who maintain disposal agreements with landfill operators. The County has numerous private haulers to collect residential, industrial and commercial waste that is ultimately disposed of at one of the County's 12 operating landfills. Solid waste generated on the project site would primarily be disposed of at the Sunshine Canyon Landfill, located in the Sylmar area of the San Fernando Valley, but other open County landfills may also serve the City. The library addition associated with the project is anticipated to result in approximately 31 pounds per day.⁵¹ The remaining disposal capacity for the County's Class III landfills available to accommodate solid waste from the project site is estimated at 126.2 million tons.⁵² The remaining permitted daily intake for the Class III landfills accommodating the project site totals 15,018 tons per day. The project's nominal increase in solid waste would be accommodated by the Sunshine Canyon Landfill or another County landfill. Furthermore, the project would incorporate recycling methods to reduce solid waste to the extent feasible. Therefore, impacts to landfills are concluded to be less than significant and no mitigation is required.

⁵⁰ *The project's increase in wastewater would be 352 gallons per day, which is based on a generation factor of 80 gallons/day for library (public area), as stated in the City of Los Angeles CEQA Thresholds Guide, 2006.*

⁵¹ *Based on a generation rate of 0.007 lbs/day for public/institutional uses, as indicated on the CalRecycle webpage, <http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Institution.htm> Accessed December 13, 2011.*

⁵² *Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2009 Annual Report, February 2011.*

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The project would be subject to AB 939 which requires cities and counties to participate in countywide programs and to implement site-specific source reduction, recycling, and reuse programs to reduce their waste streams by 50 percent. The County has an approved list of solid waste haulers for construction, demolition, and commercial waste. These approved haulers are responsible for meeting the requirements of AB 939 (i.e., meeting specific diversion rates, recycling, etc.). As the LA County Fire Department would be required to utilize one of the approved waste haulers, the project would be in compliance with AB 939. Therefore, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste. No impacts would occur in this regard and no mitigation is required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. The preceding analysis in this Initial Study does not reveal any significant unmitigable impacts to the environment that would degrade the quality of the environment. The project site has been developed with the existing uses since the 1940s and does not support sensitive plant or animal species. No impacts to biological resources would occur with project implementation. In addition, as discussed above in Section V, Cultural Resources, the project site does not contain any historical structures as defined by the CEQA Guidelines and no significant impacts to historic or archaeological resources would occur with project implementation. Further, as the site is developed, no examples of the major periods of California history or prehistory occur on the project site. Previous grading did not uncover any cultural artifacts. Based on the analysis contained herein, the project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. The following discusses the proposed project’s potential contribution to cumulatively significant impacts when viewed together with other current and probable future projects (“related projects”) in the project area.

The proposed project was determined to result in potentially significant impacts related to four environmental topics, all of which would be reduced to less than significant levels by the required mitigation measures.

- Biological Resources (construction impacts on nesting birds);
- Cultural Resources (archaeological and paleontological resources);
- Geology (impacts on proposed new development from strong ground shaking); and
- Noise (construction-related impacts on adjacent residential uses).

The proposed project was determined to result in less than significant impacts for the following environmental topics:

- Aesthetics (degradation of the existing visual character or quality of the site and its surroundings; creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area);
- Air Quality [conflict with or obstruct implementation of the applicable air quality plan; violation of any air quality standard or contribute substantially to an existing or projected air quality violation; potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); exposure of sensitive receptors to substantial pollutant concentrations; and creation of objectionable odors affecting a substantial number of people];
- Cultural Resources (cause a substantial adverse change in the significance of a historical resource as defined in §15064.5);
- Geology and Soils (seismic-related ground failure, including liquefaction; result in substantial soil erosion or the loss of topsoil; and be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property)
- Greenhouse Gas Emissions (generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance);
- Hazards and Hazardous Materials (create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; 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; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and 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);

- Hydrology and Water Quality [violate any water quality standards or waste discharge requirements; Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted); substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; 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; and otherwise substantially degrade water quality];
- Land Use and Planning [conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect];
- Noise (exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; and a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project);
- Transportation/Traffic [conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment; result in inadequate emergency access; and result in inadequate emergency access]; and conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities];
- Utilities and Service Systems (exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; 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; and be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?); and

- **Mandatory Findings of Significance** [Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?; Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?; Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?].

For all other environmental topics evaluated, no impact is anticipated, and therefore there is no potential for the project to contribute to cumulatively significant impacts for these topics.

A list of related projects was obtained from the County of Los Angeles Department of Regional Planning (DRP) on October 6, 2011 and was drawn by DRP staff from the Sub-Net GIS database (<http://planning.lacounty.gov/subnet>).⁵³ The list encompasses 130 projects for which applications have been filed within since November 2005, and as indicated therein, includes a number of projects which have been withdrawn, and thus are no longer active. Although the last action date and, in some cases, the last action, was identified for most of these projects, no construction start or finish dates were provided and it was therefore assumed all have the potential to result in construction activity during the same period as proposed project buildout. The list of related projects is provided as Appendix H to this document, together with a map of the related projects in proximity to the project site. Also, the County of Los Angeles Department of Public Works has identified two projects in the project vicinity with the potential to be under construction at the same time as the proposed project: other County renovations to the Sheriff's Station on the project site (i.e., renovations to the two-story building's interior), and proposed County landscaping improvements along Hawthorne Boulevard between 104th Street and 111th Street (this segment of Hawthorn Boulevard includes its intersection with Lenox Boulevard adjacent to the project site). In addition, there is on-going monitoring and mitigation for previously removed underground storage tanks (refer to Hazards and Hazardous Materials section above) in the vehicle maintenance area utilized by the Sheriff's department.

Aesthetics

The nearest related project is Related Project Nos. 5 and 6, both multi-family housing developments located approximately 0.5 miles east and 1 mile west of the project site, respectively. Since project-related aesthetic impacts are site-specific and these project are not located in the same viewshed, the potential for the proposed and related projects to contribute to significant cumulative impacts is less than significant.

The timeline for Sheriff's Station improvements is unknown but is conservatively assumed to potentially overlap with proposed project construction. Hawthorn Boulevard landscaping improvements are expected to be constructed between May 2010 and October 2012, and therefore could overlap with proposed project construction. Both projects are categorically exempt from CEQA and, moreover, are expected to improve the aesthetic character of the project area, and therefore are not expected to result in potentially significant impacts on aesthetic resources.

⁵³ *Angelique Carreon, Systems Analysis Section, Department of Regional Planning, and Fehr & Peers, October 6, 2011.*

Biological Resources

Based on review of the list of proposed projects provided by DRP, it was determined that there are no projects in the project vicinity that have the potential to affect biological resources.

However, the County of Los Angeles Department of Public Works has identified two projects in the project vicinity with the potential to be under construction at the same time as the proposed project: other County renovations to the Sheriff's Station on the project site (i.e., renovations to the two-story building's interior), and proposed County landscaping improvements along Hawthorne Boulevard between 104th Street and 111th Street (this segment of Hawthorn Boulevard includes its intersection with Lenox Boulevard adjacent to the project site). The timeline for Sheriff's Station improvements is unknown but is conservatively assumed to potentially overlap with proposed project construction. Hawthorn Boulevard landscaping improvements are expected to be constructed between May 2010 and October 2012, and therefore could overlap with proposed project construction. Both projects are categorically exempt from CEQA and are not expected to result in potentially significant impacts on biological resources.

Air Quality

Since the County of Los Angeles Department of Public Works has little control over the timing or sequencing of the related projects, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be highly speculative. With respect to the project's construction-period regional emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to CAA mandates. In accordance with those strategies, the project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures. In addition, the project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects Basin-wide, which would include each of the related projects mentioned above.

With respect to localized impacts, however, the Department of Public Works has identified two projects in the project vicinity with the potential to be under construction at the same time as the proposed project: other County renovations to the Sheriff's Station on the project site (i.e., renovations to the two-story building's interior), and proposed County landscaping improvements along Hawthorne Boulevard between 104th Street and 111th Street (this segment of Hawthorn Boulevard includes its intersection with Lenox Boulevard adjacent to the project site). The timeline for Sheriff's Station improvements is unknown but is conservatively assumed to potentially overlap with proposed project construction. Hawthorne Boulevard landscaping improvements are expected to be concluded by late 2012, and therefore could overlap with proposed project construction. Both projects are categorically exempt from CEQA and are not expected to result in potentially significant impacts on the ambient air quality environment. Furthermore, to assure that environmental impacts are reduced to the maximum extent feasible, the County managers for these projects will coordinate the work to minimize potential cumulative impacts.

As such, cumulative regional and local impacts to air quality during proposed project construction would be less than significant.

The SCAQMD's approach for assessing cumulative impacts related to operations is based on attainment of ambient air quality standards in accordance with the requirements of the CAA and the CCAA. The SCAQMD has developed a comprehensive plan, the 2007 AQMP, which addresses the region's cumulative air quality condition. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant. Because the Basin is currently in nonattainment for ozone, PM₁₀ and PM_{2.5}, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted 2007 AQMP.

The proposed project would not conflict with or obstruct implementation of the applicable air quality plan under the AQMP. A project is deemed inconsistent with air quality plans if it results in population and/or employment growth that exceeds growth estimates in the applicable air quality plan. In turn, the AQMP relies upon growth projections adopted by the SCAG, which in turn, relies upon adopted General Plan growth projections. The project would result in only minimal employment growth, which would not exceed growth estimates in the AQMP. In addition, the project would comply with all rules and regulations as implemented by the SCAQMD and the CARB. Therefore, it was determined that the project would be consistent with the AQMP. Thus, given the project's consistency with the AQMP, the project's incremental contribution to cumulative air quality effects is not cumulatively considerable, per CEQA Section 15064(h)(3).

With respect to TAC emissions, neither the project nor any of the related projects appear to include substantial sources of long-term TAC emissions. Pursuant to the law enacted in 1983 by California Assembly Bill 1807 (Tanner, Stats. 1983, ch. 1047), as amended,⁵⁴ which directs the CARB to identify substances such as TAC and adopt airborne toxic control measures (ATCMs) to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant.

Cultural Resources

Impacts on cultural resources, as with aesthetics impacts, are typically site-specific. The project site is not a contributing resource to a historic district and the project proposes to restore original features of the existing library, County office building, and Sheriff's Station. The nearest related projects are multi-family housing developments located approximately 0.5 miles east and 1 mile west of the project site, as well as the County's own proposed landscaping improvements along Hawthorne Boulevard between 104th Street and 111th Street other County renovations to the Sheriff's Station on the project site (i.e., renovations to the two-story building's interior). The project, in conjunction with these related projects, is not anticipated to contribute to cumulatively significant impacts on historic resources. In addition, cumulative impacts to archaeological and paleontological resources would be mitigated, as necessary, on a project-by-project basis in accordance with applicable regulatory requirements. As such, cumulative impacts regarding archeological and paleontological resources would be less than significant.

⁵⁴ *Calif. Health and Safety Code §§ 39650 et seq.*

Geology and Soils

Based on review of the list of proposed projects provided by DRP, it was determined that there are no projects in the project vicinity that have the potential to contribute to increased impacts on proposed development on the project site as the result of seismic safety (ground shaking).

However, the County of Los Angeles Department of Public Works has identified two projects in the project vicinity with the potential to be under construction at the same time as the proposed project: other County renovations to the Sheriff's Station on the project site (i.e., renovations to the two-story building's interior), and proposed County landscaping improvements along Hawthorne Boulevard between 104th Street and 111th Street (this segment of Hawthorn Boulevard includes its intersection with Lenox Boulevard adjacent to the project site). The timeline for Sheriff's Station improvements is unknown but is conservatively assumed to potentially overlap with proposed project construction. Hawthorn Boulevard landscaping improvements are expected to be constructed between May 2010 and October 2012, and therefore could overlap with proposed project construction. Both projects are categorically exempt from CEQA and are not expected to result in potentially significant impacts on seismic safety. Furthermore, to assure that environmental impacts are reduced to the maximum extent feasible, the County managers for these projects will coordinate the work to minimize potential cumulative impacts.

Compliance with applicable regulatory requirements would reduce all other geology impacts to less than significant, and therefore the project, in conjunction with these related projects, is not anticipated to contribute to cumulatively significant impacts on historic resources.

Greenhouse Gas Emissions

The County has adopted an Energy and Environmental Policy, which sets the goal of reducing energy consumption in County facilities by 20 percent by the year 2015. The County's suggested measures to facilitate achieving this goal include implementing and monitoring energy and water conservation practices, implementing energy and water efficiency projects, and enhancing employee energy and water conservation awareness through education and promotions. These measures are supportive of AB32 on a cumulative level.

The relatively minor GHG emissions from construction and operation of the project alone will not cause a direct physical change in the environment. It is global emissions in their aggregate that contribute to climate change, not any one source of emissions alone. Therefore, due to the incremental amount of GHG emissions estimated for this project being less than the lowest non-zero numeric threshold, the lack of any evidence for concluding that the project's GHG emissions could cause any measurable increase in global GHG emissions necessary to force global climate change, the fact that this project incorporates design features to reduce potential GHG emissions, and that the related projects will also comply with applicable portions of the County's policies and/or CalGreen Code to reduce energy consumption and GHG emissions, the project is not considered to have a significant impact on a cumulative level.

Hazards and Hazardous Materials

Impacts associated with the handling, storage and release of hazardous materials are typically site-specific. With respect to existing operations on-site, the only hazardous materials currently used on-site are common cleaning solvents, painting supplies, and pesticides/herbicides for landscaping. Future project operation

would represent a continuation, albeit an expansion, of the existing library and office uses on-site (i.e., library operations and use of the County office building), and the same types of common hazardous materials currently utilized by the library and office facilities would be used on-site in the future. Any hazardous materials used during construction and subsequent project operation would be contained, stored, and used in accordance with applicable local, State and Federal regulations.

The project site is listed on the State Water Board's Geotracker Database, which provides a list of leaking underground storage tank sites that are included on the Cortese List.⁵⁵ The Geotracker Database identifies leaking underground gasoline storage tanks (LUST) associated with the Sheriff's Station and defines the current cleanup status as "Open-Remediation" as of November 30, 2010. The LUSTs have been removed from the site and remediation is ongoing and expected to continue for another three years. Project-related grading and excavation would be confined to the western half of the project site in the vicinity of the library and County office building. No grading or excavation is planned within the portion of the project site containing the Sheriff's Station. Moreover, project grading and excavation would not intercept the groundwater table, which is approximately between 37 and 47 feet below ground surface. Since soil contamination is localized in the vicinity of the vehicle maintenance building and to the east, project construction and operation are not expected to intercept contaminated soils or groundwater expected to be affected by the remediation activities. Therefore project implementation would not create a significant hazard to the public or environment; impacts would therefore be less than significant.

For these reasons, project-related impacts related to hazardous materials, in conjunction with related projects, would be less than significant.

Hydrology and Water Quality

The proposed project is required to comply with the County of Los Angeles Green Building Standards pertaining to Low Impact Development, or LID, which would reduce impacts pertaining to changes in stormwater runoff volumes, rates, or patterns to less than significant. The nearest related projects would not discharge to the storm drain network in the project vicinity, and the major trunk lines conveying stormwater would

Land Use and Planning

The proposed project is consistent with the existing zoning and General Plan land use designations, and does not proposed a change in existing uses on-site. Moreover, each related project would be subject to discretionary review by the County of Los Angeles in order to address and resolve land use impacts on an individual and cumulative basis. As such, cumulative land use impacts are concluded to be less than significant.

⁵⁵ *State Water Board Geotracker Database, <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=4359+Lennox+Blvd.+Lennox%2C+CA+90304+> and http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603792949/; accessed November 21, 2011.*

Noise

Based on review of the list of proposed projects provided by DRP, it was determined that there are no projects in the project vicinity that have the potential to increase the ambient noise environment in the project area, thereby affecting the same resources as the proposed project.

However, the County of Los Angeles Department of Public Works has identified two projects in the project vicinity with the potential to be under construction at the same time as the proposed project: other County renovations to the Sheriff's Station on the project site (i.e., renovations to the two-story building's interior), and proposed County landscaping improvements along Hawthorne Boulevard between 104th Street and 111th Street (this segment of Hawthorn Boulevard includes its intersection with Lenox Boulevard adjacent to the project site). The timeline for Sheriff's Station improvements is unknown but is conservatively assumed to potentially overlap with proposed project construction. Hawthorne Boulevard landscaping improvements are expected to be concluded by late 2012, and therefore could overlap with proposed project construction. Both projects are categorically exempt from CEQA and are not expected to result in potentially significant impacts on the ambient noise environment. Furthermore, to assure that environmental impacts are reduced to the maximum extent feasible, the County managers for these projects will coordinate the work to minimize potential cumulative impacts.

Transportation/Traffic

The proposed library expansion and renovation of the County office building are estimated to generate a total of 322 daily trips over and above existing conditions. Of these, 16 trips are projected to occur during the morning peak hour (12 inbound/4 outbound) and 39 trips are projected to occur during the evening peak hour. Library hours of operation will remain unchanged and because the library does not open until 11:00 AM, after the morning peak, actual project-related contributions to the morning peak are likely overstated in this analysis. For this reason, and because no trip reductions were applied for library-related trips made by non-motorized transportation or by transit, this is considered a conservative (overstated) projection of daily and peak hour trips. Based on discussions with LACDPW staff, it has been determined that this level of increase at this location would not significantly affect traffic operations in the vicinity.

For this reason and because of the distance between the proposed project and the nearest related projects, traffic-related impacts are anticipated to be less than significant.

Utilities and Service Systems

The project proposes to continue existing uses on the site, which is consistent with the current General Plan land use designation for the site and as such, would not conflict with any applicable anticipated demand forecasts for the site by the utility providers. The increased demand for utility service would be minimal. Although the proposed project and related projects would, to a degree, share urban infrastructure such as wastewater, stormwater and water supply systems, during the approval process for each related project, utility system capacity and ability to serve the respective projects must be demonstrated. As the service providers conduct on-going evaluations to ensure facilities are adequate to serve the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant.

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

Less Than Significant Impact. Based on the analysis provided above, implementation of the project would not cause environmental effects that cause substantial direct or indirect adverse effects on human beings. Less than significant impacts would occur in this regard and no mitigation is required.

APPENDIX A

AIR QUALITY DATA

LENNOX LIBRARY AND CONSTITUENT CENTER PROJECT

MND

Appendix A

Air Quality Assessment Files

Provided by PCR Services Corporation

September 2011

A Air Quality Analysis

Appendix A

Air Quality Analysis Files

- URBEMIS2007 Output Files
 - Construction Emissions
 - Operational Emissions
 - Electricity / Stationary Source Emissions
 - Regional Emissions Calculations

Lennox Library and Constituent Center Project
Construction Emissions

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: V:\ACTIVE PROJECTS\Lennox MND- County of LA\URBEMIS\Lennox.urb924

Project Name: Lennox MND

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emsfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
Time Slice 2/1/2012-3/30/2012 Active	2.86	25.00	13.58	0.01	2.63	1.14	3.77	0.55	1.05	1.60	3,023.57
- Demolition 02/01/2012-03/31/2012	2.86	25.00	13.58	0.01	2.63	1.14	3.77	0.55	1.05	1.60	3,023.57
Fugitive Dust	0.00	0.00	0.00	0.00	2.60	0.00	2.60	0.54	0.00	0.54	0.00
Demo Off Road Diesel	2.60	22.25	11.41	0.00	0.00	1.03	1.03	0.00	0.95	0.95	2,411.92
Demo On Road Diesel	0.22	2.69	1.04	0.00	0.02	0.11	0.12	0.00	0.10	0.10	456.22
Demo Worker Trips	0.03	0.06	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.43
Time Slice 4/2/2012-5/31/2012 Active	5.31	41.55	23.57	0.00	14.02	2.34	16.36	2.93	2.16	5.09	5,021.32
- Building 04/01/2012-05/31/2013	1.85	13.65	8.45	0.00	0.01	0.87	0.88	0.00	0.80	0.80	1,806.46
Building Off Road Diesel	1.80	13.42	7.20	0.00	0.00	0.86	0.86	0.00	0.79	0.79	1,615.43
Building Vendor Trips	0.02	0.17	0.14	0.00	0.00	0.01	0.01	0.00	0.01	0.01	39.11
Building Worker Trips	0.03	0.06	1.11	0.00	0.01	0.00	0.01	0.00	0.00	0.01	151.92
Mass Grading 04/01/2012-	3.46	27.91	15.12	0.00	14.01	1.48	15.49	2.93	1.36	4.28	3,214.86
Mass Grading Dust	0.00	0.00	0.00	0.00	14.00	0.00	14.00	2.92	0.00	2.92	0.00
Mass Grading Off Road Diesel	3.42	27.83	13.76	0.00	0.00	1.47	1.47	0.00	1.35	1.35	3,028.34
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.08	1.36	0.00	0.01	0.01	0.01	0.00	0.00	0.01	186.52
Time Slice 6/1/2012-12/31/2012 Active	4.18	30.40	19.16	0.00	0.02	2.01	2.03	0.01	1.85	1.85	3,940.39
- Building 04/01/2012-05/31/2013	1.85	13.65	8.45	0.00	0.01	0.87	0.88	0.00	0.80	0.80	1,806.46
Building Off Road Diesel	1.80	13.42	7.20	0.00	0.00	0.86	0.86	0.00	0.79	0.79	1,615.43
Building Vendor Trips	0.02	0.17	0.14	0.00	0.00	0.01	0.01	0.00	0.01	0.01	39.11
Building Worker Trips	0.03	0.06	1.11	0.00	0.01	0.00	0.01	0.00	0.00	0.01	151.92
Building 06/01/2012-07/01/2013	2.33	16.75	10.70	0.00	0.01	1.14	1.15	0.00	1.05	1.05	2,133.92
Building Off Road Diesel	2.28	16.53	9.45	0.00	0.00	1.13	1.13	0.00	1.04	1.04	1,942.89
Building Vendor Trips	0.02	0.17	0.14	0.00	0.00	0.01	0.01	0.00	0.01	0.01	39.11
Building Worker Trips	0.03	0.06	1.11	0.00	0.01	0.00	0.01	0.00	0.00	0.01	151.92

Lennox Library and Constituent Center Project
Construction Emissions

Time Slice 1/1/2013-5/31/2013 Active	7.02	28.25	18.83	0.00	0.02	1.81	1.83	0.01	1.67	1.67	<u>3,944.92</u>
- Building 04/01/2012-05/31/2013	1.72	12.68	8.29	0.00	0.01	0.79	0.79	0.00	0.72	0.72	1,806.45
Building Off Road Diesel	1.67	12.48	7.12	0.00	0.00	0.77	0.77	0.00	0.71	0.71	1,615.43
Building Vendor Trips	0.01	0.15	0.13	0.00	0.00	0.01	0.01	0.00	0.01	0.01	39.11
Building Worker Trips	0.03	0.06	1.03	0.00	0.01	0.00	0.01	0.00	0.00	0.01	151.90
Building 06/01/2012-07/01/2013	2.16	15.57	10.52	0.00	0.01	1.03	1.03	0.00	0.94	0.95	2,133.91
Building Off Road Diesel	2.11	15.37	9.35	0.00	0.00	1.02	1.02	0.00	0.93	0.93	1,942.89
Building Vendor Trips	0.01	0.15	0.13	0.00	0.00	0.01	0.01	0.00	0.01	0.01	39.11
Building Worker Trips	0.03	0.06	1.03	0.00	0.01	0.00	0.01	0.00	0.00	0.01	151.90
Coating 01/01/2013-07/01/2013	3.15	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.56
Architectural Coating	3.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.56
Time Slice 6/3/2013-7/1/2013 Active	<u>7.72</u>	<u>29.66</u>	<u>20.59</u>	<u>0.00</u>	<u>0.02</u>	<u>2.21</u>	<u>2.23</u>	<u>0.01</u>	<u>2.03</u>	<u>2.04</u>	3,637.20
- Asphalt 06/01/2013-07/01/2013	2.42	14.09	10.04	0.00	0.01	1.18	1.19	0.00	1.09	1.09	1,498.73
Paving Off-Gas	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.18	13.53	8.79	0.00	0.00	1.16	1.16	0.00	1.07	1.07	1,246.50
Paving On Road Diesel	0.04	0.50	0.20	0.00	0.00	0.02	0.02	0.00	0.02	0.02	96.82
Paving Worker Trips	0.03	0.06	1.05	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.41
Building 06/01/2012-07/01/2013	2.16	15.57	10.52	0.00	0.01	1.03	1.03	0.00	0.94	0.95	2,133.91
Building Off Road Diesel	2.11	15.37	9.35	0.00	0.00	1.02	1.02	0.00	0.93	0.93	1,942.89
Building Vendor Trips	0.01	0.15	0.13	0.00	0.00	0.01	0.01	0.00	0.01	0.01	39.11
Building Worker Trips	0.03	0.06	1.03	0.00	0.01	0.00	0.01	0.00	0.00	0.01	151.90
Coating 01/01/2013-07/01/2013	3.15	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.56
Architectural Coating	3.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.56

Phase Assumptions

Phase: Demolition 2/1/2012 - 3/31/2012 - Default Demolition Description

Building Volume Total (cubic feet): 273000

Building Volume Daily (cubic feet): 6200

On Road Truck Travel (VMT): 107.64

Off-Road Equipment:

2 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 4/1/2012 - 5/31/2012 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 0.7

Maximum Daily Acreage Disturbed: 0.7

Lennox Library and Constituent Center Project
Construction Emissions

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
- 1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day
- 1 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 6/1/2013 - 7/1/2013 - Default Paving Description

Acres to be Paved: 1.4

Off-Road Equipment:

- 1 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 8 hours per day
- 1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
- 1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
- 1 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 4/1/2012 - 5/31/2013 - Improvements to existing structures

Off-Road Equipment:

- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
- 2 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day
- 1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day

Phase: Building Construction 6/1/2012 - 7/1/2013 - New building construction

Off-Road Equipment:

- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
- 2 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day
- 1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Lennox Library and Constituent Center Project
Construction Emissions

Phase: Architectural Coating 1/1/2013 - 7/1/2013 - Default Architectural Coating Description
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Lennox Library and Constituent Center Project
Operational Emissions - Summer

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: V:\ACTIVE PROJECTS\Lennox MND- County of LA\URBEMIS\Lennox Ops.urb924

Project Name: Lennox MND- Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.01	0.13	0.11	0.00	0.00	0.00	157.08
Hearth							
Landscape	0.37	0.06	4.64	0.00	0.02	0.02	8.43
Consumer Products	0.00						
Architectural Coatings	0.09						
TOTALS (lbs/day, unmitigated)	0.47	0.19	4.75	0.00	0.02	0.02	165.51

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Library	2.56	3.87	33.94	0.04	7.32	1.42	4,368.64

Lennox Library and Constituent Center Project
Operational Emissions - Summer

Community Room	0.32	0.47	4.10	0.01	0.89	0.17	528.65
Sheriff's Dept. Offices	0.12	0.14	1.21	0.00	0.26	0.05	156.49
TOTALS (lbs/day, unmitigated)	3.00	4.48	39.25	0.05	8.47	1.64	5,053.78

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		56.24	1000 sq ft	8.30	466.79	4,239.64
Community Room		22.88	1000 sq ft	2.50	57.20	513.26
Sheriff's Dept. Offices		3.32	1000 sq ft	5.10	16.93	151.93
					540.92	4,904.83

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.3	0.4	99.4	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.1	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.6	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

Lennox Library and Constituent Center Project
Operational Emissions - Summer

Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	53.6	46.4	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5
Community Room				2.0	1.0	97.0
Sheriff's Dept. Offices				2.0	1.0	97.0

Lennox Library and Constituent Center Project
Operational Emissions - Winter

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: V:\ACTIVE PROJECTS\Lennox MND- County of LA\URBEMIS\Lennox Ops.urb924

Project Name: Lennox MND- Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.01	0.13	0.11	0.00	0.00	0.00	157.08
Hearth							
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	0.09						
TOTALS (lbs/day, unmitigated)	0.10	0.13	0.11	0.00	0.00	0.00	157.08

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Library	2.89	4.65	32.48	0.04	7.32	1.42	3,953.82

Lennox Library and Constituent Center Project
Operational Emissions - Winter

Community Room	0.35	0.56	3.93	0.00	0.89	0.17	478.43
Sheriff's Dept. Offices	0.12	0.17	1.16	0.00	0.26	0.05	141.62
TOTALS (lbs/day, unmitigated)	3.36	5.38	37.57	0.04	8.47	1.64	4,573.87

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		56.24	1000 sq ft	8.30	466.79	4,239.64
Community Room		22.88	1000 sq ft	2.50	57.20	513.26
Sheriff's Dept. Offices		3.32	1000 sq ft	5.10	16.93	151.93
					540.92	4,904.83

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.3	0.4	99.4	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.1	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.6	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

Lennox Library and Constituent Center Project
Operational Emissions - Winter

Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	53.6	46.4	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5
Community Room				2.0	1.0	97.0
Sheriff's Dept. Offices				2.0	1.0	97.0

Lennox Library and Constituent Center Project
Stationary Emissions Calculations

Lennox Library and Constituent Center Project

Electricity Usage

Electricity Usage

Land Use	1,000 Sqft	Electricity	Total Electricity Usage		Emission Factors (lbs/MWh) ^b							
		Usage Rate ^a (kWh/sq.ft/yr)	(KWh/year)	(MWh/Day)	CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12	CO2 804.54	CH4 0.0067	NO2 0.0037
Total Existing			0	0.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project												
Office ¹	7.6	12.95	98,420	0.270	0.054	0.003	0.310	0.011	0.032	216.939	0.002	0.001
Library	3.7	10.5	38,850	0.106	0.021	0.001	0.122	0.004	0.013	85.634	0.001	0.000
Total Project			137,270	0.376	0.08	0.00	0.43	0.02	0.05	302.57	0.00	0.00
Net Emissions From Electricity Usage					0.08	0.00	0.43	0.02	0.05	302.57	0.00	0.00

¹ Office includes 5.1 KSF of Sheriff's Dept. Offices (defined in Traffic Memo) and 2.5 KSF of Community Room (includes kitchen/accessory spaces)

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.00	0.00	0.00	0.00	0.00
Total Project Emissions (lbs/day)	0.08	0.00	0.43	0.02	0.05
Total Net Emissions (lbs/day)	0.08	0.00	0.43	0.02	0.05

^a Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^b Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

Lennox Library and Constituent Center Project
Regional Emissions Calculations

Lennox Library and Constituent Center Project

Regional Emission Calculations (lbs/day)

		VOC	NOx	CO	SO2	PM10	PM2.5
Existing							
	Mobile	0	0	0	0	0	0
	Area	0	0	0	0	0	0
	Stationary	0	0	0	0	0	0
	Total Existing	0	0	0	0	0	0
Project							
	Mobile	3	5	39	<1	8	2
	Area	<1	<1	5	<1	<1	<1
	Stationary	<1	<1	<1	<1	<1	<1
	Total Project	4	6	44	<1	9	2
Net Project							
	Net Mobile	3	5	39	<1	8	2
	Net Area	<1	<1	5	<1	<1	<1
	Net Stationary	<1	<1	<1	<1	<1	<1
	Total Net	4	6	44	<1	9	2
	SCAQMD Significance Threshold	55	55	550	150	150	55
	Difference	(51)	(49)	(506)	(150)	(141)	(53)
	Significant?	No	No	No	No	No	No
Localized							
	Localized Emissions	<1	<1	5	<1	<1	<1
	LST Threshold	N/A	141	1281	N/A	6	2
		N/A	(140)	(1276)	N/A	(6)	(2)

APPENDIX B

PHOTOMETRIC PLAN

APPENDIX C

HISTORIC RESOURCES ASSESSMENT

HISTORIC RESOURCES ASSESSMENT REPORT

**LENNOX CIVIC CENTER
4359-31 LENNOX BOULEVARD
LOS ANGELES, CALIFORNIA
(APN: 4034-032-902)**

**PREPARED FOR
THE COUNTY OF LOS ANGELES**

**PREPARED BY
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JON L. WILSON, LEED AP, M.ARCH.
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JUNE 2011

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I. INTRODUCTION

A. EXECUTIVE SUMMARY

This historic resources assessment report, completed by PCR Services Corporation (PCR), documents and evaluates the federal, state, and local significance and eligibility of the property located at 4359-31 Lennox Boulevard, in the unincorporated community of Lennox, Los Angeles County, California. The assessment report includes a discussion of the survey methods used, a brief historic context of the property and surrounding area, and the identification and evaluation of the subject property. The property is occupied by a one-story and two-story civic center constructed from 1947 to 1948. The property is situated on the northeast corner of the intersection of Lennox Boulevard and Hawthorne Boulevard, between Hawthorne Boulevard to the east, Freeman to the west, 106th Street to the north, and Lennox Boulevard to the south (Figure 1). The property is located in the tract 211 on lots 441, 442, and 443.

The subject property, constructed in 1948, does not appear potentially eligible, either individually or as a contributing member of potential district, under any of the applicable federal, state or local eligibility criteria. Designed by Adrian Wilson, a notable Southern California architect, the utilitarian Modern Traditional-style architecture of the Civic Center is neither a distinctive or outstanding example of Wilson's work nor is it an outstanding example of the Modern Traditional style. A Library wing addition, also designed by Adrian Wilson, was constructed in 1953 and other minor alterations have occurred over the years such as interior renovations and the installation of window air conditioners. The property is a moderately altered and fairly representative example of post-World War II architecture as applied to a modest Civic Center for the Lennox community in Los Angeles County. It does not reflect or exemplify the broad cultural, political, economic, or social history of the nation, state, or city. As a result, the subject property is ineligible for listing in the National Register of Historic Places or the California Register of Historical Resources and is assigned a California Historic Resources Status Code of 6Z (ineligible). Because the subject property is not a resource, the proposed project has no impact on historic resources and no further evaluation is needed to comply with CEQA.

B. PROJECT DESCRIPTION

Los Angeles County proposes improvements to the existing Lennox Library and Sheriff's Station. The proposed project would expand the library by approximately 6,100 square feet; renovate approximately 11,000 square feet of existing underutilized and/or vacant office space to accommodate a new community room and new offices for County programs; rehabilitate existing building exteriors; reconfigure existing on-site parking; and implement additional improvements to pedestrian circulation, landscaping, and signage.

C. RESEARCH AND FIELD METHODOLOGY

The Historic Resource Assessment was conducted by PCR's Cultural Resources personnel Margarita J. Wuellner, Ph.D., Director of Historic Resources, Jon L. Wilson, M.Arch., Senior Architectural Historian, and Amanda Kainer, M.S., Associate Architectural Historian, who meet and exceed the *Secretary of the Interior's Professional Qualification Standards* in history, architectural history, and historic architecture. Professional qualifications are provided in the Appendix.

The historical resources evaluation of the subject property involved a multi-step methodology. A review of the National Register of Historic Places (National Register) and its annual updates, the California Register of Historical Resources (California Register), and the California Historic Resources Inventory Database maintained by the State Office of Historic Preservation (OHP) was performed to identify any previously recorded properties within or near the survey area. An intensive pedestrian site survey was undertaken to document the existing conditions of the property.

The National Register and California Register evaluation criteria were employed to assess the significance of the property. In addition, the following tasks were performed for the study:

- Searched records of the National Register, California Register, the California Historic Resources Inventory Database, and the County of Los Angeles.
- Conducted field inspections of the study area and subject property, and utilized the survey methodology of the State OHP.
- Photographed the subject property and examined other properties in the area that exhibited potential architectural and/or historical associations.
- Conducted site-specific research on the subject property utilizing building permits, assessor's records, Sanborn fire insurance maps, city directories, historical photographs, and other published sources.
- Reviewed and analyzed ordinance, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation, designation assessment processes, and related programs.
- Evaluated potential historic resources based upon criteria used by the National Register, the California Register and the County of Los Angeles.

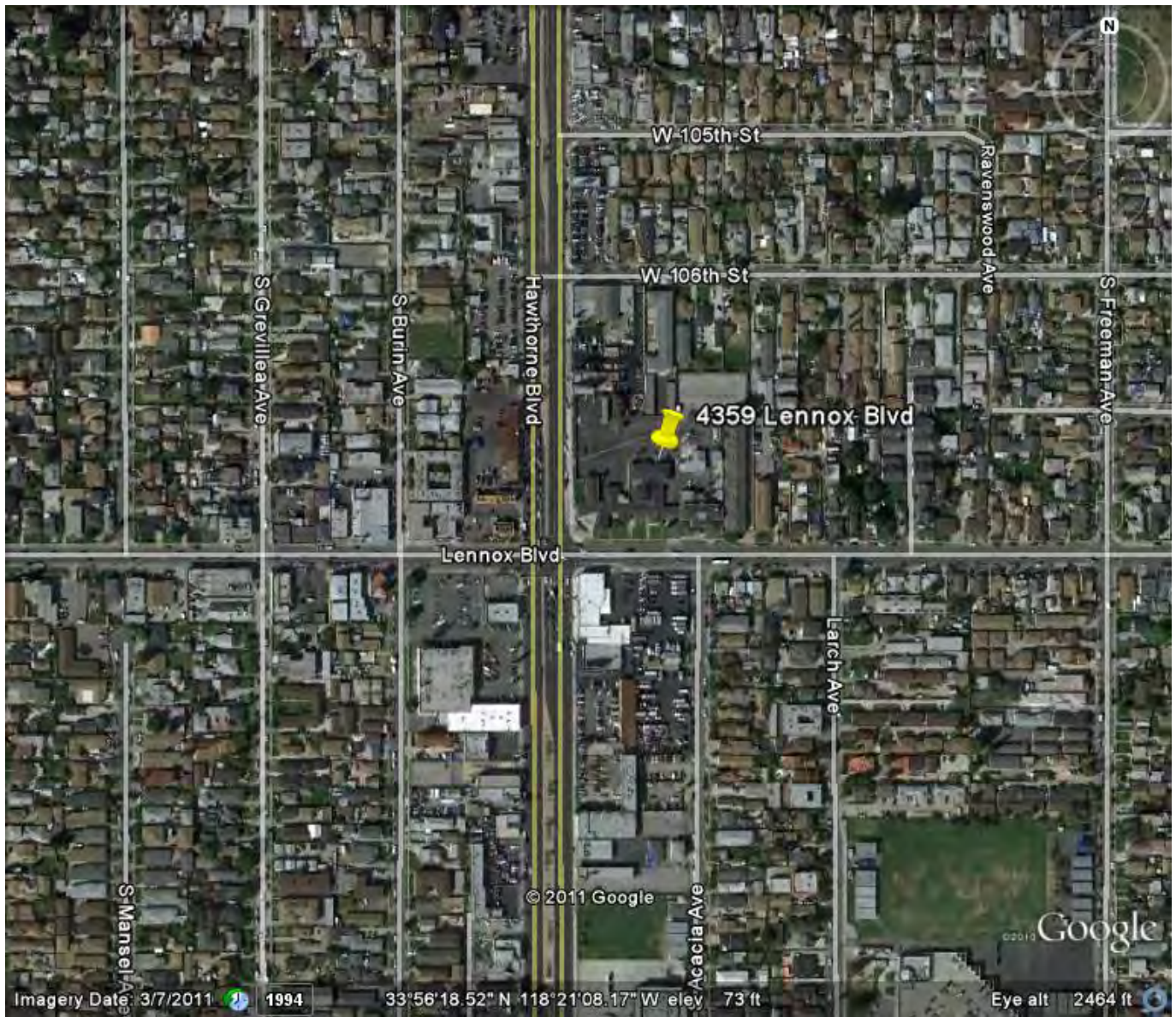


Figure 1 Regional and Vicinity Map (Google Earth)

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II. REGULATORY FRAMEWORK

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification, and in certain instances, protection of historic resources. Additionally, states and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended and the California Register of Historical Resources are the primary federal and state laws and regulations governing the evaluation and significance of historic resources of national, state, regional, and local importance. Descriptions of these relevant laws and regulations are presented below.

A. FEDERAL LEVEL

1. National Register of Historic Places

The National Register of Historic Places (National Register) was established by the National Historic Preservation Act of 1966, as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”¹ The National Register recognizes properties that are significant at the national, state, and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

- a. It is associated with events that have made a significant contribution to the broad patterns of our history;
- b. It is associated with the lives of persons significant in our past;
- c. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- d. It yields, or may be likely to yield, information important in prehistory or history²

Districts, sites, buildings, structures, and objects of potential significance that are 50 years in age must meet one or more of the above criteria.

In addition to meeting the Criteria for Evaluation, a property must have integrity. “Integrity is the ability of a property to convey its significance.”³ According to *National Register Bulletin 15 (NRB)*, the National Register

¹ 36 Code of Federal Regulations (CFR) Section 60.2.

² “Guidelines for Completing National Register Forms,” *National Register Bulletin 16, U.S. Department of Interior, National Park Service, September 30, 1986. This bulletin contains technical information on comprehensive planning, survey of cultural resources and registration in the National Register of Historic Places.*

recognizes seven aspects or qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. In assessing a property's integrity, the National Register criteria recognize that properties change over time, therefore, it is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity.⁴

For properties that are considered significant under National Register Criteria A and B, the *National Register Bulletin, How to Apply the National Register Criteria for Evaluation* states that a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s).⁵

In assessing the integrity of properties that are considered significant under National Register Criterion C, the *National Register Bulletin, How to Apply the National Register Criteria for Evaluation* provides that a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique.⁶

B. STATE LEVEL

1. California Register of Historical Resources

The Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also carries out the duties as set forth in the Public Resources Code (PRC) and maintains the California Historical Resources Inventory and the California Register of Historical Resources. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state's jurisdictions. Also implemented at the state level, CEQA requires projects to identify any substantial adverse impacts which may affect the significance of identified historical resources.

The California Register of Historical Resources (California Register) was created by Assembly Bill 2881 which was signed into law on September 27, 1992. The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."⁷ The criteria for eligibility for the California Register are based

³ *National Register Bulletin 15, p. 44.*

⁴ "A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. . . Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register." *Ibid, 15, p. 46.*

⁵ *Ibid.*

⁶ "A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style." *Ibid.*

⁷ *California Public Resources Code, Section 5024.1(a).*

upon National Register criteria.⁸ Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.⁹

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register of Historic Places and those formally Determined Eligible for the National Register of Historic Places;
- California Registered Historical Landmarks from No. 770 onward;
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.¹⁰

Other resources which may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.¹¹

To be eligible for the California Register, a historic resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, a historic resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be

⁸ *California Public Resources Code Section 5024.1(b).*

⁹ *California Public Resources Code Section 5024.1(d).*

¹⁰ *Ibid.*

¹¹ *California Public Resources Code Section 5024.1(e).*

recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.¹²

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must also be judged with reference to the particular criteria under which it is proposed for eligibility.¹³

2. California Office of Historic Preservation Survey Methodology

The evaluation instructions and classification system prescribed by the California Office of Historic Preservation in its Instructions for Recording Historical Resources provide a three-digit evaluation rating code for use in classifying potential historic resources. The first digit indicates one of the following general evaluation categories for use in conducting cultural resources surveys:

1. Listed on the National Register or the California Register;
2. Determined eligible for listing in the National Register or the California Register;
3. Appears eligible for the National Register or the California Register through survey evaluation;
4. Appears eligible for the National Register or the California Register through other evaluation;
5. Recognized as Historically Significant by Local Government;
6. Not eligible for any Listing or Designation; and
7. Not evaluated for the National Register or California Register or needs re-evaluation.

The second digit of the evaluation status code is a letter code indicating whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number that is used to further specify significance and refine the relationship of the property to the National Register and/or California Register. Under this evaluation system, categories 1 through 4 pertain to various levels of National Register and California Register eligibility. Locally eligible resources are given a rating code level 5. Properties found ineligible for listing in the National Register, California Register, or for designation under a local ordinance are given an evaluation status code of 6.

C. LOCAL LEVEL

1. County of Los Angeles

The subject property is in the neighborhood of Lennox in an unincorporated area of Los Angeles County. The County of Los Angeles does not have a local-level historic listing designation program for historic properties. However, a Historical Landmarks and Records Commission does consider and recommend to the Board of Supervisors local historical landmarks defined to be worthy of registration by the state of California

¹² *California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852(c).*

¹³ *Ibid.*

Department of Parks and Recreation, either as “California Historical Landmarks” or as “Points of Historical Interest.”

III. ENVIRONMENTAL SETTING

A. HISTORIC CONTEXT

The historic context developed below presents important themes associated within the historical development of Lennox, California, where the subject property is located. Research indicates the property is associated with the following historical and architectural themes: Lennox; Los Angeles County Public Library Lennox Branch (1918-1953); The Lennox Civic Center (1947-1953); and Adrian Jennings Wilson (1898-1988).

1. Lennox

The community of Lennox was originally part of Antonio Ygnacio Avila's Rancho Sausal Redondo. The Rancho Sausal Redondo was officially given to Redondo by the Mexican government in 1837 and extended from the coast inland to what is now Inglewood between present day Playa del Rey and Redondo Beach. The vast Rancho served as grazing land for sheep and cattle that foraged on the grassland that ran west to the sand dunes along the Pacific Ocean. In 1868, ten years after the death of Avila, the property passed to Sir Robert Burnett as settlement for debts accumulated by the Avila family. Burnett linked the newly acquired acreage with a large parcel he had previously purchased in the vicinity of what is now Inglewood and called the combined holdings Rancho Centinela. Five years later, faced with failing health, Burnett returned to his native Scotland. Daniel Freeman, a Canadian lawyer, leased the land and eventually purchased the entire ranch. In 1887, in the midst of the Southern California real estate boom, Freeman sold several tracts of his land. The area composing contemporary Lennox was purchased by a group of investors, the Hawthorne Land Company.

Founders of the Hawthorne Land Company, Benjamin I. Harding and Harry Dana Lombard, purchased acreage from the land company and formed Hawthorne Improvement Company. The Hawthorne Improvement Company planned to subdivide some of the acreage and build an 80-acre town with streets and residential and commercial lots. By 1907 the town plan was designed and over 100 homes had been constructed. When the town of Hawthorne was incorporated in 1921, the north area of the Hawthorne subdivision, which appears to have remained agricultural, was not included. This small section of land between Hawthorne, Inglewood, and what would later become the Los Angeles International Airport, became the community of Lennox, named after Lennox, Massachusetts.

Lennox was subdivided before 1927, but was never incorporated, remaining an unincorporated area of Los Angeles County. The first Sanborn Fire Insurance map available from 1927 demonstrates the community of Lennox was largely agricultural with some single-family residences, commercial buildings, and lumber yards. Storefronts were located predominantly along Lennox Avenue. The Pacific Electric Railroad ran along Hawthorne Boulevard from Los Angeles to Redondo. The parcels of the subject property appear on the 1927 Sanborn map and were occupied by an aviary farm, three single-family dwellings and ancillary structures, and an auto-wrecking building. Adjacent to the subject parcels to the northwest was a paint store, to the southwest was a gas station and restaurant, and to the southeast was a drugstore, grocery and barber. The 1931 Sanborn map indicates little change during the four years; a commercial building was constructed on

the northwest corner of Hawthorne and Lennox, and a church and auto parts store were present along Hawthorne.

Southern California experienced a population boom during the Post-World War II period. Like many other areas in Los Angeles County, the community of Lennox underwent a phase of growth and development as a neighborhood of single and multi-family residential and commercial buildings designed to accommodate automobile transportation. The subject property was constructed between 1947 and 1948 as a local County government center, or civic center. The community continued to experience development and growth through the 1960s and 1970s. Today Lennox Avenue and Hawthorne Boulevard is still commercial and the neighborhood remains predominantly single and multi-family residential.

2. Los Angeles County Public Library Lennox Branch (1918-1953)

In 1918 the Los Angeles County library established a branch in Lennox at the Jefferson school on 104th Street.¹⁴ The library moved to a location on Lennox Boulevard in 1929. As a result of the population boom after World War II, there was a greater demand for improved library and county services. The majority of county and library buildings were from the 1920s. In 1948, the Lennox library moved to its present location in the Lennox Civic Center, the first community civic center constructed in unincorporated Los Angeles County.¹⁵ The library contained 16,000 volumes and had a reading room to accommodate 40 people.¹⁶ The construction was funded by the increased assessed land values. Due to the success of the Lennox library and civic center, the County embarked on a ten-year building program in 1950.¹⁷ From 1950 to 1957, eighteen new county buildings were constructed; eight buildings were located on county-owned property and ten buildings were leased according to library specifications.

The new Lennox library was popular within the Lennox community; circulation more than doubled within the year of opening. An addition was planned in 1953 to handle the circulation demands and increased library staff.¹⁸ In 1953 Adrian Wilson designed an addition to the library to accommodate book storage, offices, and the book mobile. The addition was comprised of a multi-purpose room with book storage and offices and a garage to shelter the book mobile. On April 9, 1953 a dedication ceremony was held for the Lennox Library addition.

3. The Lennox Civic Center (1947-1953)

The building permits on file in the County of Los Angeles were reviewed to determine the history of construction and alterations for the subject property, Lennox Civic Center, APN: 4034-032-902 (Project Site). No original building permit or subsequent alteration permits exist. Local newspapers date the construction. The subject property was constructed from 1947 to 1948. The Los Angeles County Assessor's Office does not have building information available for the project site. An addition to the Branch Library was constructed in 1953. The plans for the addition were designed by Adrian J. Wilson and were dated on April 30, 1953.

¹⁴ "Library Services: History." *Lennox Library Archives*.

¹⁵ Roger H. Woelfel, *The Story of Los Angeles County Public Library*, Glendale, Ca: A.H. Clark Co., 1987, p. 16.

¹⁶ No author, "Lennox District Honors Two at Celebration," *Inglewood Daily News*, July 25, 1947, p. 2.

¹⁷ Roger H. Woelfel, p. 16.

¹⁸ "Library Services: History." *Lennox Library Archives*.

The Lennox civic center, constructed between 1947 and 1948, was designed by Adrian Wilson and constructed by Harvey A. Nichols for approximately \$627,653.¹⁹ The civic center was comprised of separate buildings for the Sheriff's sub-station, County Charities Department, County Building and Safety, and branch library. The buildings had reinforced brick exterior walls, concrete floors with coverings, plastered interior partitions and ceilings, and tile roofing. The two-story 8,700 square foot Sheriff's sub-station building included administrative offices, locker and squad rooms, a telephone room, offices for investigators, detention rooms for men and women, public waiting rooms, rest facilities, and a separate facility behind the station for vehicle maintenance.²⁰ The 8,050 square foot County Charities Department building included a public waiting room, interviewing rooms, administration offices, large work room, and restrooms. The one-story 3,000 square foot County Building and Safety building included offices and public spaces. The one-story 3,100 square foot library included adult and juvenile reading rooms and stack rooms. The civic center grounds were landscaped and included parking for 90 cars.

The ground-breaking ceremony for the "sub-civic center" was held on July 24, 1947.²¹ The first speaker was Raymond V. Darby, chairman of the board of supervisors, who commented:

*The County of Los Angeles contains 45 incorporated cities and 4,082 square miles with more than half of this area unincorporated territory and with a total population in excess of four millions people. The Lennox civic center will serve many other communities than Lennox and represents the first civic center and the first efforts to decentralize the county government.*²²

The regional planning chief, Col. William J. Fox, believed the civic center would be a focal point of the Lennox and would inspire community revitalization.²³ Construction in the County was at an accelerated pace, the number of building permits issued were at an all-time high. Another community member, Peggy Mills, past PTA president, commented, "the new civic center will be a turning point in Lennox and will have the effect of an atomic bomb."²⁴

A variety of community leaders spoke at the opening: Raymond V. Darby, chairman of the board of supervisors; William J. Fox, chief engineer of the County of Regional Planning commission; Lorraine Flower, Miss Civic Center; Andrew Marrin, president of the Lennox school Board; Reverend Harry Banks, Lennox Methodist Church; Albert A. Hamilton, superintendent of the Lennox school district; Peggy Mills, past PTA president; Edwin W Dean, publisher of the *Inglewood Daily News*; E.L. Lynn, president of the Lennox chamber of commerce; Adelaide Robinson, past PTA president; F.M. Norman, community leader; Sheriff Eugene W. Biscailuz; William R. Harriman, director of Rancho Los Amigos; and John D. Henderson, County Librarian.

The civic center was dedicated on May 14, 1948 at a public ceremony where hundreds of local residents, community organizations, and county officials were present.²⁵ The festive dedication "hailed [the civic

¹⁹ No author, "County Engineer Furnishes Detailed Report on Center," *Inglewood Daily News*, July 23, 1947, p. 8.

²⁰ No author, "County Engineer Furnishes Detailed Report on Center," *Inglewood Daily News*, July 23, 1947, p. 8.

²¹ "Library Services: History." *Lennox Library Archives*.

²² No author, "Lennox District Honors Two at Celebration." *Inglewood Daily News*, July 25, 1947, p. 2.

²³ John Cornell, "Ground Breaking at Lennox," *Los Angeles Times*, August 2, 1947, p. A4.

²⁴ No author, "Lennox District Honors Two at Celebration." *Inglewood Daily News*, July 25, 1947, p. 2.

²⁵ No author, "Civic Center Opening Fete Set Tomorrow." *Inglewood Daily News*, May 13, 1948, p. 1.

center] as an important step in a plan to bring county government to the people.”²⁶ Chairman Raymond V. Darby of the Board of Supervisors served as the master of ceremonies. Mayors from Inglewood, El Segundo, Hawthorne, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Culver City, Compton, Palos Verdes, and Gardena were honored guests.

4. Adrian Jennings Wilson (1898-1988)

Adrian Jennings Wilson (1898-1988) was an architect, engineer, and master planner. He studied architecture, structural engineering, and mechanical engineering at Washington University, Saint Louis from 1917 to 1919.²⁷ After graduation in 1922, he joined the Los Angeles architectural firm Dodd and Richards.²⁸ In 1930, he partnered with Erle Farrington Webster to launch Webster and Wilson, Architects. After six years, Adrian J. Wilson established his own firm, Adrian Wilson Associates, in 1936.

During the 1940s, Adrian Wilson was actively designing Southern California housing projects in conjunction with other architects from 1938 to 1950.²⁹ He partnered with architects Paul Williams, Gordon B. Kaufmann, Wurdeman and Becket, Richard Neutra, and Ralph Cornell from 1941 to 1942 to design the Del Rio Public Housing Development.³⁰ During the same period he partnered with Paul Williams, Richard Neutra, Walter Wurdeman, and Welton Becket to design Hacienda Village.³¹ A few years later in 1947, Adrian Wilson designed the Lennox Civic Center. The subject property appears to be an exploration of these public housing design ideas applied to a civic building. Adrian Wilson was also recognized for designing other high-profile civic centers and convention centers. From 1956 to 1961 Adrian Wilson’s firm partnered with other architects to design the Los Angeles Civic Center Complex.³²

Adrian J. Wilson was a well-known member of the architectural community in Los Angeles. He played a leading role in professional organizations and was a recipient of many awards. He was given the Modern Hospital of the month for Los Angeles County Harbor General Hospital in Torrance (1965); San Joaquin County Chapter American Institute of Architect’s award of excellence for Fresno Convention Center Design (1967); Department of Navy Certificate of Commendation for American Embassy in Saigon, Vietnam (1968); American Association School Administrators Citation for Modern Interim Campus Design for Saddleback College in Mission Viejo; American Academy Achievement golden plate award for Accomplishment in Field Endeavor (1969).³³ He was a member of the National AIA Committee of Housing Criteria (1942-48), Los Angeles County Board of Building and Safety Member (1943-1955), Southern California Chapter of the AIA (1944-1949), Member of California State Council of Architects (1948-52), and the Jonathan Club.

²⁶ No author, “Civic Center Dedicated,” *Los Angeles Times*, May 14, 1948, p. 7.

²⁷ Adrian Jennings Wilson, ID 615, *Pacific Coast Architecture Database*, accessed June 13, 2011 <https://digital.lib.washington.edu/architect/architects/615/>

²⁸ Boch, Bob. “His Designing Ways Add to City’s Stature,” *Los Angeles Times*, July 22, 1962, p. M1.

²⁹ John F. Gane, ed, *American Architects Directory*, Third edition, New York: R.R. Bowker Co., 1955, p. 610.

³⁰ Robert Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles*, Utah: Bibbs Smith, 2003, p. 292.

³¹ Robert Gebhard and Robert Winter, p. 292.

³² Robert Gebhard and Robert Winter, p. 259.

³³ John F. Gane, ed, *American Architects Directory*, Third edition, New York: R.R. Bowker Co., 1955, p. 610; George S. Koyl, ed, *American Architects Directory*, New York: R.R. Bowker Co., 1970, p. 999.

Adrian Wilson Associates designed a wide variety of institutional, civic and commercial projects over the United States and seven countries.³⁴ The firm also worked on many international projects, such as defense installations in Greece, citywide projects in Manila, and NATO Defense Projects in Turkey.³⁵ The international projects won the architecture firm many honors and recognition. As part of the firms practice they would bring their Japanese workers to the United States for further study to strengthen their international relationship.³⁶ In 1976 the Adrian Wilson Associates was sold to Howard Needles Tammen and Bergendoof, a national architecture firm based in Kansas City.³⁷ Adrian Wilson's Principal projects include:

Name	Date	Location	In conjunction with
Davidson, H.C., House	1935	Palm Springs	
Ship of the Desert House	1936	Palm Springs	
Campbell, Dr. Ian House	1938	Pasadena	
East Gate, New Chinatown	1938	Los Angeles	
Hong Gallery	1938	Los Angeles	
Hong, You Chung Law Office	1938	Los Angeles	
Low, Joy Yuen, Restaurant	1938	Los Angeles	
Motorcourt House	1938	Los Angeles	
New Chinatown Los Angeles Master Plan	1938	Los Angeles	
Watts Housing Development	1941	Watts	
Pueblo del Rio	1942	Los Angeles	Paul R. Williams, Gordon Kaufman, Wurdeman & Becket
Southeast District Health Center	1946	Los Angeles	
OsteoPathic Hospital	1954	Lincoln Heights	Paul R Williams
County Hospital Psychopathic Unit	1954	Los Angeles	
County Hospital Contagious Disease Unit	1954	Los Angeles	
Rancho Los Amigos Hospital, Post Polio Unit	1954	Downey	
Rancho Los Amigos Hospital, Post Polio Unit	1954	Atascadero	
Glendale Library and Fire Station	1954	Glendale	
Los Angeles County Hospital, Nurses Residence	1954	Los Angeles	
Hamlin Street School	1957	Los Angeles	
Los Angeles Superior Court	1958	Civic Center, Downtown Los Angeles	Paul R Williams
Convention Center	1958	Las Vegas	
Superior Court of California, County of Los Angeles, Courthouse #4	1958	Los Angeles	
Pacific Palisades High School	1961	Pacific Palisades	

³⁴ No Author, "Architect Moves After Four Decades," *Los Angeles Times*, April 30, 1967, p. 014.

³⁵ No Author, "LA Firm to Design Greek Defense Works," *Los Angeles Times*, April 21, 1955, 26; No Author, "LA Architectural Firm Cited by the Navy," *Los Angeles Times*, June 25, 1961, N4; No Author, "LA Architect to Design NATO Defense Projects," *Los Angeles Times*, March 27, 1955, F17.

³⁶ No Author, "Royal Japanese Works for Architectural Firm," *Los Angeles Times*, August 9, 1954, A26.

³⁷ No Author, "Adrian Wilson Unit Sold to Kansas Firm," *Los Angeles Times*, November 21, 1976, p. H6.

Name	Date	Location	In conjunction with
Hamlin Street School	1962	Canoga Park	
Mira Loma Hospital	1962	Lancaster	
Lowell Joint School	1963	Los Angeles	
Palisades High School	1964	Pacific Palisades	
Honolulu International Center	1964	Honolulu	
Chinatown	1965	Los Angeles	
Clara Shortridge Foltz Criminal Center	1966	Civic Center, Downtown Los Angeles	
Civic Center Mall (1st Phase) and Underground Garages	1967	Los Angeles	A.C. Martin & Associates, Stanton & Stockwell
Anaheim Convention Center	1967	Anaheim	
U.S. Embassy	1968	Saigon, Vietnam	
Admin Building Jorgensen Steel	1969	Los Angeles	
Glendale High School	1969	Glendale	
Frances Perlstein Memorial Dormitory for the Foundation of the Junior Blind	1971	Los Angeles	
Cerritos High School	1974	Cerritos	
Police and Public Works Central Facilities	1977	Downtown Los Angeles	
Criminal Courts Building	1978	Los Angeles	
Air Bases	1952-55	Confidential	

B. HISTORIC RESOURCES IDENTIFIED

1. Known Historical Resources in the Project Vicinity

The historical resources investigation included records searches and review of local histories to determine: (i) if known historical resources have previously been recorded within a 1/4-mile radius of the project site; (ii) if the project site has been systematically surveyed by historians prior to the initiation of the study; and/or (iii) whether there is other information that would indicate whether or not the area of the project site is historically sensitive or may pose indirect impacts to adjacent historic resources. PCR consulted the National Register of Historic Places (National Register), California Register of Historic Places (California Register), California Historic Resources Inventory (HRI), California Points of Historical Interest (PHI), and California Historical Landmarks (CHL) to determine previously identified historical resources within a one-mile radius of the project site.

Record search results indicate that there are no previously recorded historic resources within a 1/4-mile radius of the project site.

2. Evaluation of Historical Resources: 4359-31 Lennox Boulevard, APN: 4034-032-902 (Project Site)

The survey process undertaken for the purposes of this evaluation was conducted per California Office of Historic Preservation (OHP) instructions, which gives a 45-year threshold for surveying properties for significance.³⁸ During the current survey, the Lennox Civic Center was identified within the project site and was documented because of the potential to exhibit significance necessary for federal, state, or local designation, pursuant to CEQA. The survey assessed the Lennox Civic Center for its historical and architectural significance against the applicable federal, state, and local criteria for evaluation. A written description accompanied by representative photographs and a statement of significance for the subject property is provided below.

a. Architectural Description

The existing Lennox Civic Center complex includes the Lennox Sheriff's Station, a County Office Building, and the Lennox Library. The roughly L-shaped Civic Center complex consists of three connected one- and two-story buildings located on Lennox Boulevard between Hawthorne Boulevard and Larch Avenue. The site is bordered on the west, north, and east by a brick wall and surface parking lot is located between the wall and the rear of the Civic Center buildings. The neighborhood is largely single- and multi-family housing with Hawthorne Boulevard serving as the primary commercial thoroughfare.

The two-story Sheriff's Station is located at the eastern edge of the property. The roughly L-shaped building includes the jail, offices, and public counter for the Los Angeles County Sheriff. The building is constructed of brick with a reinforced steel frame. The brick wall is interrupted just below the second story windows by a raised brick band that also serves as the sill for the windows. The windows are largely wood double-hung with two over two glazing divided by a wood mullion. There are also surface-mounted masonry grids applied over some windows on the ground floor. The roof is hipped with wide eaves and exposed roof framing. The primary public entrance to the Sheriff's Station is located in the center of the building fronting Lennox Boulevard. The entrance has a poured-in-place concrete awning that rises from the ground and frames the entrance providing a narrow roof over the entranceway. A concrete sidewalk and staircase to the front entrance passes through the landscape setting fronting the civic center. Inside the entrance door, the public lobby includes a dark wood table and wall paneling along with an L-shaped built-in wood bench. The secondary entrance to the building is located on the west elevation beneath the porte-cochere that connects the Sheriff's Station to the County Office Building just west of the Sheriff's Station. The landscape includes turf, hedges, and small palms and trees. The rear of the Sheriff's Station has a 1-story wing for Sheriff Station offices. There is a detached service station just north of the Sheriff Station building.

The one-story County Office Building is the central building at the Lennox Civic Center and is just west of the Sheriff's Station. The County Office Building is attached to the Sheriff's Station by a high porte-cochere supported with rectangular fluted concrete columns. The roughly I-shaped building is constructed with brick walls and reinforced with steel framing. The windows are largely wood double-hung sash with two-over-two glazing divided by a wood mullion, with the windows on the primary façade being taller in height. The primary public entrance is located in the center of the building fronting Lennox Boulevard and has wood

³⁸ *The 45-year criterion is a broad threshold that recognizes that there is commonly a five-year lag between resource identification and the date planning decisions are made. Instructions for Recording Historical Resources, Office of Historic Preservation, March 1995, 2.*

double doors with circular glazing (alteration). The roof extends beyond the exterior wall creating a covered walkway with concrete floors and supported with rectangular fluted concrete columns that runs along the longitudinal east/west length of the building. A scored concrete sidewalk passes through the landscape leading to the front entrance. The landscape includes a wide turf lawn, and hedges, small palms, and trees in a concrete planter attached to the exterior of the building. The interiors of the County Office Building appear largely altered, although the spaces themselves appear to retain integrity.

The one-story Lennox Library is the western most building at the Lennox Civic Center and is located on the corner of Lennox and Hawthorne Boulevards. Like the Sheriff's Station and County Office Building, the irregularly-shaped library is constructed with brick walls and reinforced with steel framing. The primary public entrance is located on the corner and has wood double doors flanked by large fixed single-pane windows. The doors are topped with three fixed transom lights with a secondary stained glass window attached to the window from the inside. The doors retain their original brass pulls. The entranceway is arched forming a semi-circular shape mirroring the form of the concrete entrance stairway. A flat wood awning roof attached to the primary hipped roof extends out of over the entrance and is supported with rectangular fluted concrete columns and topped with a sign reading "County Library." The windows are largely wood double-hung sash with two-over-two glazing divided by a wood mullion. The interior retains some original fabric including the resilient composite tile flooring, sink, and cabinets.

b. Integrity

The overall appearance of the subject property indicates that the integrity of the property has not been fundamentally compromised over the years in terms of design, location, setting, materials, workmanship, feeling, and association. The exterior of the subject property is relatively unchanged besides the wheelchair ramp, brick wall and planter, and double entry doors at the Sheriff's Station, and the double doors with circular glazing on the County Office Building. The interiors have been remodeled throughout much of the complex; however, the spaces are largely intact and these alterations do not substantially compromise the design, location, setting, materials, workmanship, feeling, or association of the subject property.

C. STATEMENT OF SIGNIFICANCE

The subject property at 4359-31 Lennox Boulevard was designed by Adrian Wilson from 1947 to 1948 as the Lennox Civic Center. The complex was the first branch civic center constructed by the Los Angeles County in an unincorporated area. The Civic Center included three main buildings for the Sheriff's Station, County Charities Department, Department of Building and Safety, and County Library. Constructed as the focal point of Lennox, community leaders hoped the modern structure and the readily available County services would encourage a renaissance in Lennox and the neighboring communities. Adrian Wilson designed the subject property and the library addition. The period of significance of the subject property is 1947 to 1953, the year of its initial construction to the year of its library addition.

a. National Register of Historic Places

The subject property was evaluated for conformance with four criteria for listing on the National Register of Historic Places. The property is not eligible for listing on the National Register of Historic Places as an individual resource at either the local, state or national level of significance.

The subject property is not associated with any significant events that have made a significant contribution to the broad patterns of our economic or cultural history and is not eligible for listing in the National Register under Criterion A. The subject property is not identified with any nationally significant personages or important events and the subject property does not appear eligible for listing in the National Register under Criterion B.

The Lennox Civic Center does not appear to rise to the threshold of significance for eligibility under Criterion C as an exceptional, distinctive, outstanding, or singular example of its type or style either individually or as a contributor to a district. The architecture is not an exceptional example of its type. The architecture of the subject property is not of exceptional importance in its details or as an entirety and was not influential in the history of Modern architecture, or civic center architecture. The property is not likely to yield information important in prehistory or history under Criterion D.

b. California Historical Register of Historical Resources

The subject property was evaluated for conformance with the criteria for listing on the California Historical Register of Historical Resources. It appears that the building is ineligible for listing on the California Historical Register of Historical Resources individually at the local level of significance. The property was evaluated according to the standard statutory criteria.

To be eligible for the California Historical Register, a historic resource must be significant at the local, state, or national level under one or more of the following four criteria:

1. *Is associated with events that have made a significant contribution to the broad patterns of California's local or regional history and cultural heritage.*

The development of the Lennox Civic Center is a part of the regional history of postwar Lennox and the County of Los Angeles. The Lennox Civic Center was the first branch civic center constructed by the County of Los Angeles in an unincorporated area. The initial design and planning, ground breaking, and opening of the Lennox Civic Center was covered in the *Los Angeles Times* and *Inglewood Daily News*. Community leaders hoped the civic center would initiate the still sparsely populated area around Lennox. The complex incorporated architectural ideas from both postwar residential and institutional architecture. The Lennox Civic Center was constructed to function as a generator of residential development in the Lennox area and to serve as that development's center. By using ideas from residential architectural scale, the Civic Center was meant to be compatible in scale and form to the surrounding neighborhood. However, development in the area was slow and happened in waves, and a sustained and well-planned community development did not occur, compromising the ability for the Civic Center to function as a center. Therefore, while the subject property is associated with events that made a contribution to the broad patterns of the County of Los Angeles' economic and cultural history, the Civic Center does not reach the significance threshold for designation. Therefore, the subject property does not appear eligible for the California Register under Criterion 1.

2. *Is associated with the lives of persons important in our past.*

The association of the occupants and owners to the subject property does not rise to the threshold of significance to meet Criterion 2.

3. *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*

The Lennox Civic Center is ineligible for designation under Criterion 3 because it does not embody the distinctive characteristics of a type, period, region, or method of construction. The Traditional Mid-Century Modern architectural style was a relatively common building style in Post World War II Southern California. The architecture of the subject property is not of exceptional importance in its details or as an entirety and was not influential in the history of Modern architecture or civic center architecture. Even though the building was designed by the prominent architect, Adrian Wilson, the architecture does not represent his best work. During the 1940s Adrian Wilson was designing housing projects with other prominent Los Angeles architects, including Pueblo del Rio (1941-42) and Hacienda Village (1941-1942), that are better representations of the type and period. Adrian Wilson's firm later achieved distinction for their involvement in variety of other projects, including the Hall of Administration (1956-61) and the Arnold Schoenberg Institute (1978). Furthermore, architectural journals did not recognize the Lennox Civic Center. The subject property was recognized in local newspapers for its economic and community contribution to the County, instead of its architecture. The subject property is not considered an important or influential work of Adrian Wilson. Therefore, the subject property does not meet Criterion 3.

4. *Has yielded, or may be likely to yield, information important in prehistory or history.*

The subject property is not likely to yield any information important to prehistory or history. Therefore, the subject property does not meet the above criterion at the state level.

D. CONCLUSION

The development of the Lennox Civic Center is a part of the regional history of postwar Lennox and the County of Los Angeles. The Lennox Civic Center was the first branch civic center constructed by the County of Los Angeles in an unincorporated area. The initial design and planning, ground breaking, and opening of the Lennox Civic Center was covered in the *Los Angeles Times* and *Inglewood Daily News*. Community leaders hoped the civic center would initiate the still sparsely populated area around Lennox. Designed by notable architect, Adrian Wilson, the complex incorporated architectural ideas from both postwar residential and institutional architecture but, as such, is not a distinctive work of architecture. The Lennox Civic Center was constructed to function as a generator of residential development in the Lennox area and to serve as that development's center. By using ideas from residential architectural scale, the Civic Center was meant to be compatible in scale and form to the surrounding neighborhood. However, development in the area was slow and happened in waves, and a sustained and well-planned community development did not occur, compromising the ability for the Civic Center to function as a center. Therefore, the subject property does not appear to meet the necessary threshold for significance necessary for consideration as a historical resource under CEQA at either the National or State level.

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V. APPENDIX

Sanborn Maps 1927

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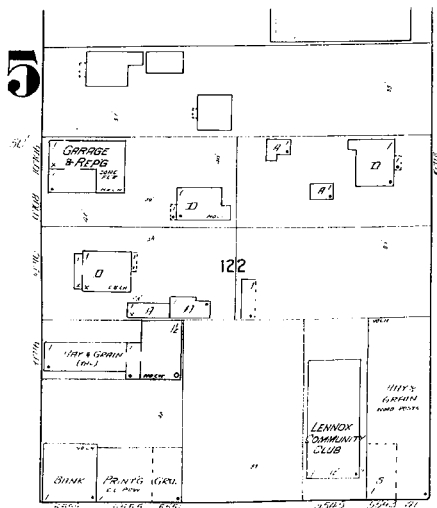
Historic Photographs

Addition to Branch Library Plans (Adrian Wilson, April 30, 1953)

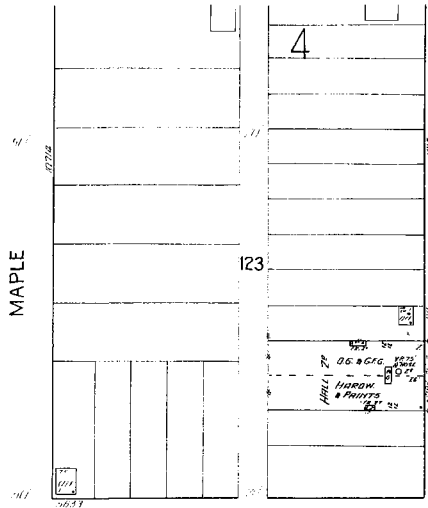
Current Photographs

Professional Qualifications

Sanborn Maps 1927

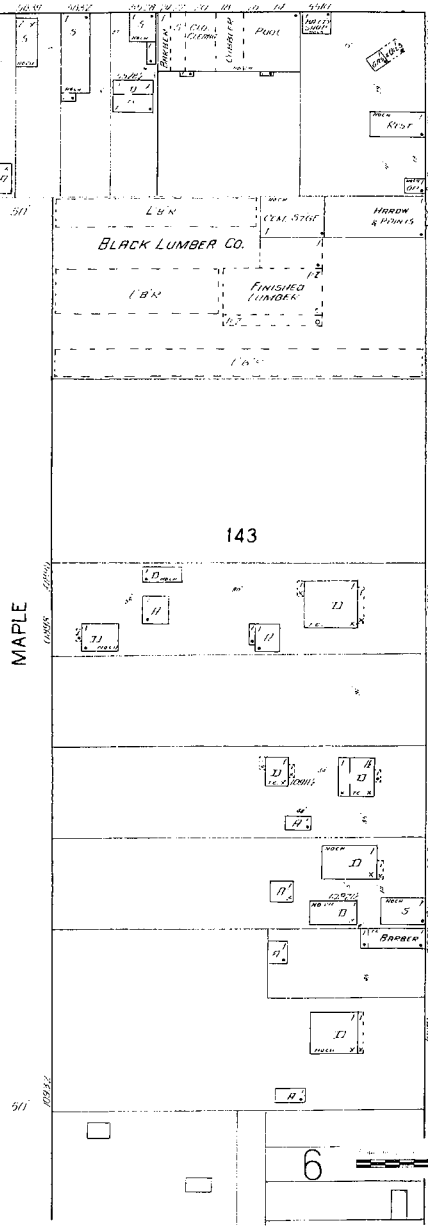
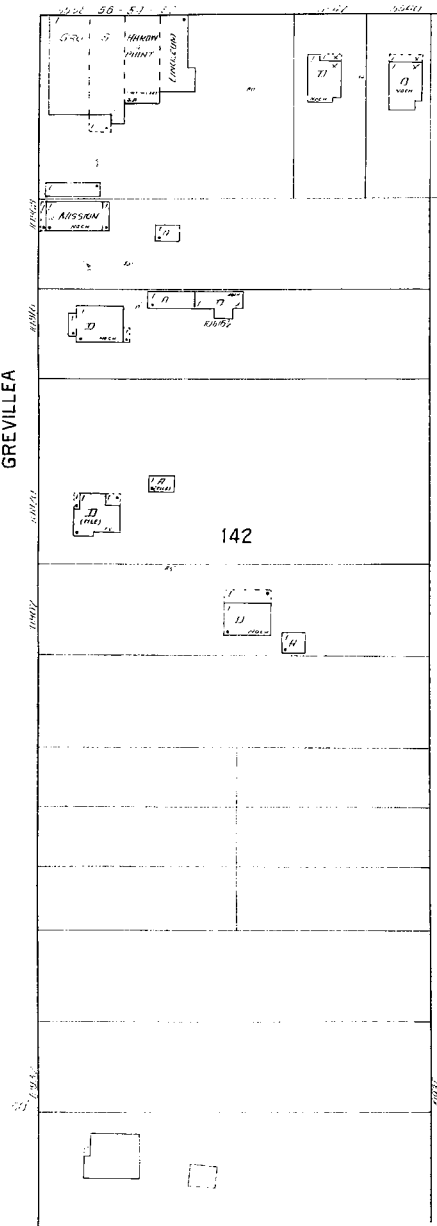
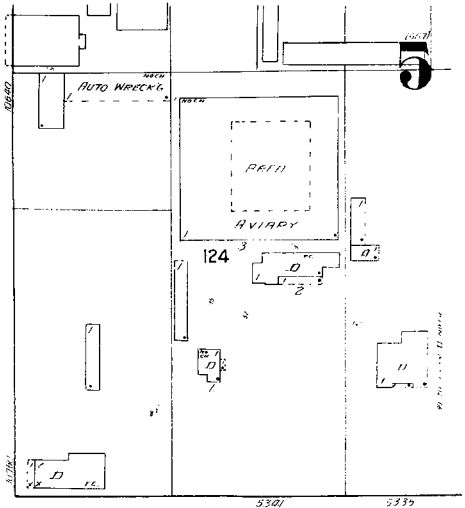


7



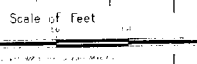
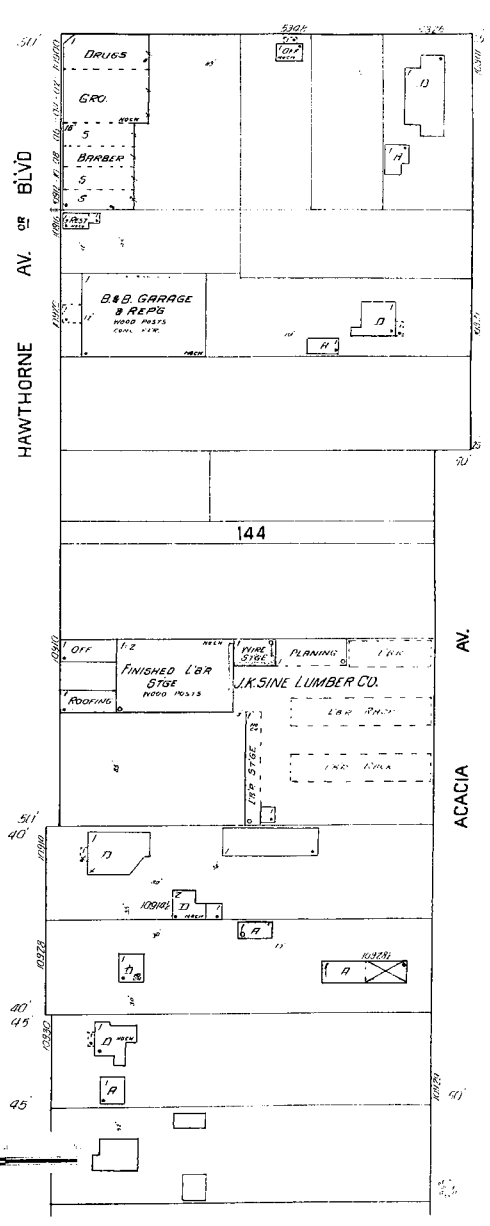
LENNOX AV.

OCT. 1927
LENNOX
CAL.



HAWTHORNE AV. OR BLVD

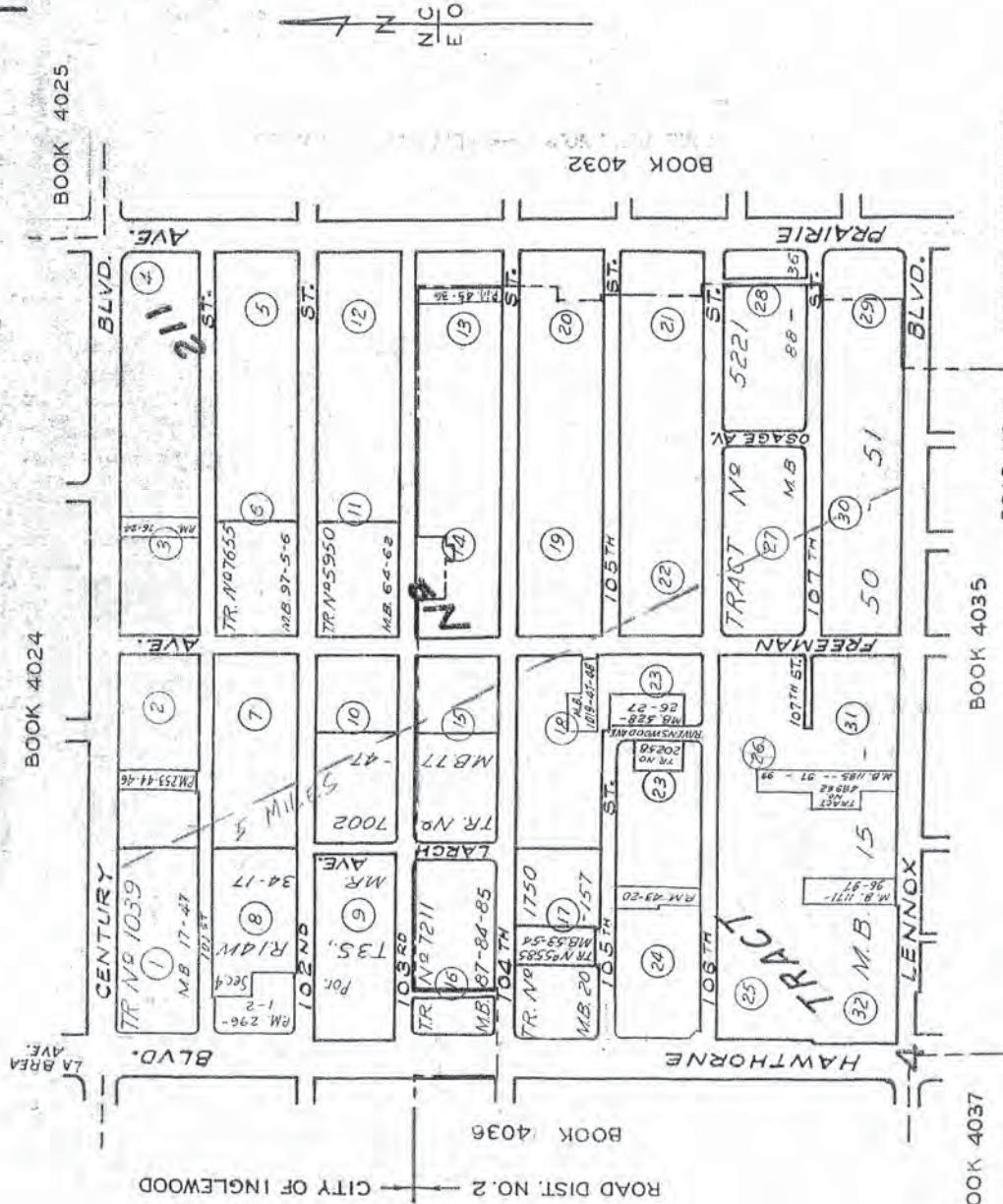
L. P. RY. CO'S RIGHT OF WAY



Sanborn Maps 1931

Tax Assessor Index and Map

- REVISED
- 1-28-61
- 4-13-62
- 11-29-62
- 1-28-64
- 571127
- 680726
- 701119
- 766115
- 770708
- 830908
- 910521
- 920417
- 920825
- 951005
- 960815
- 2001/2302

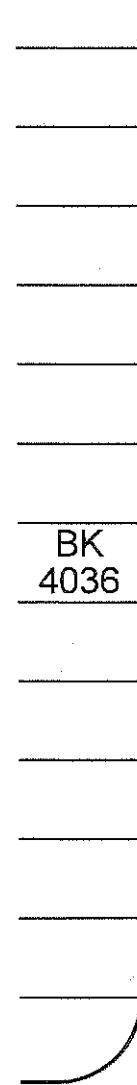


ROAD DIST. NO. 2
 CITY OF INGLEWOOD

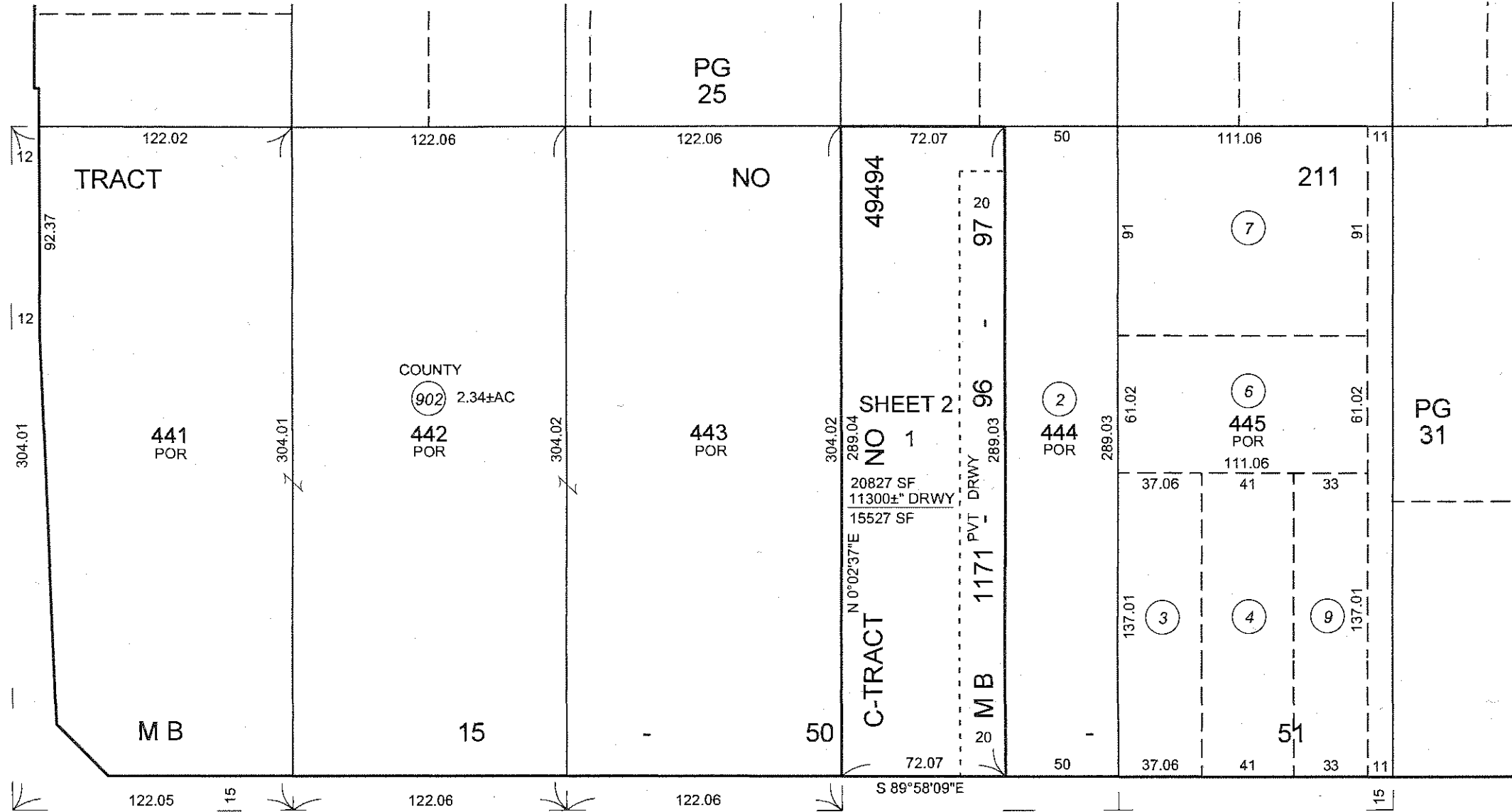
2009



MAPPING AND GIS
SERVICES
SCALE 1" = 60'

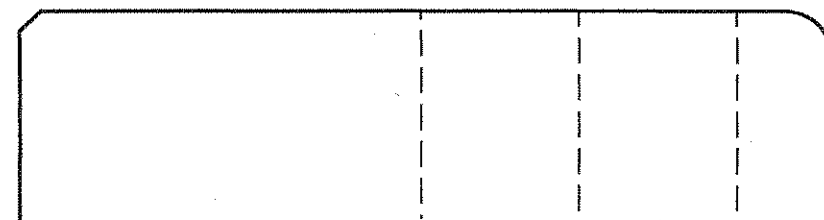


127
BLVD
127
VARIES
HAWTHORNE
VARIES

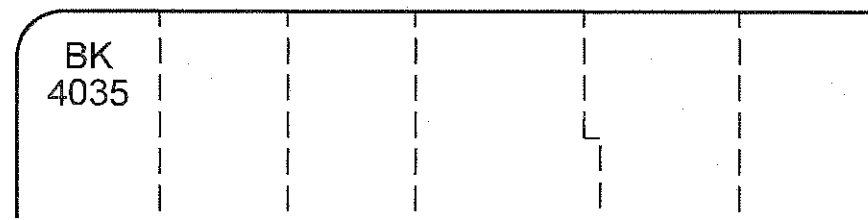


88 LENNOX

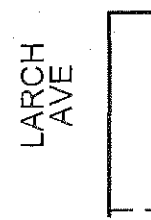
BLVD 88



ACACIA
AVE



BK
4035



LARCH
AVE

Historic Photographs

Historic Photographs



Architectural Plan of Proposed Lennox Civic Center, July 23, 1947
(Los Angeles Public Library Images, Herald-Examiner Collection, Box 11539)



Civic Center Dedication, May 15, 1948
(Los Angeles Public Library Images, Herald-Examiner Collection, Box 11539)



Civic Center Dedication, May 15, 1948
(Los Angeles Public Library Images)



Sheriff's Station with sign stating, "Civil Defense Headquarters, L.A. County, Lennox District" seen on the right, April 25, 1956

(Los Angeles Public Library Images, Herald-Examiner Collection, Box 11539)



Lennox Sheriff's Substation, June 28, 1951
(USC Libraries Special Collections Digital Library, Los Angeles Examiner Negatives Collection)

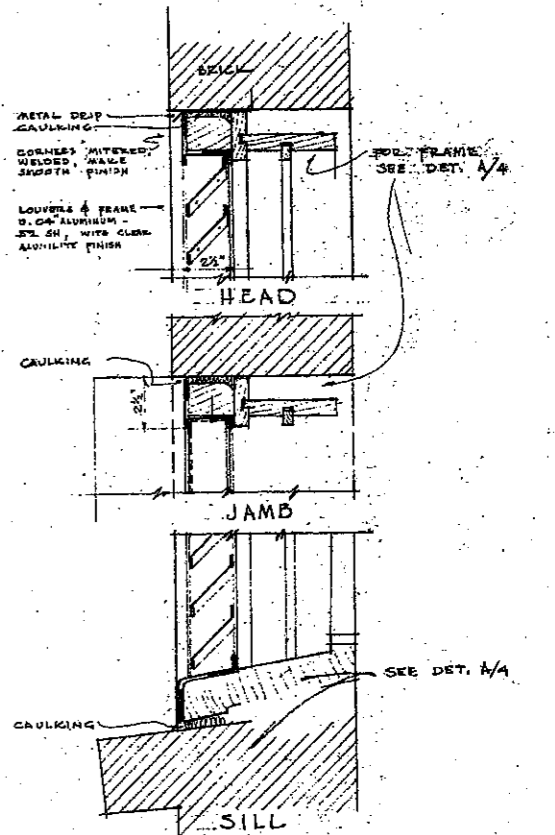
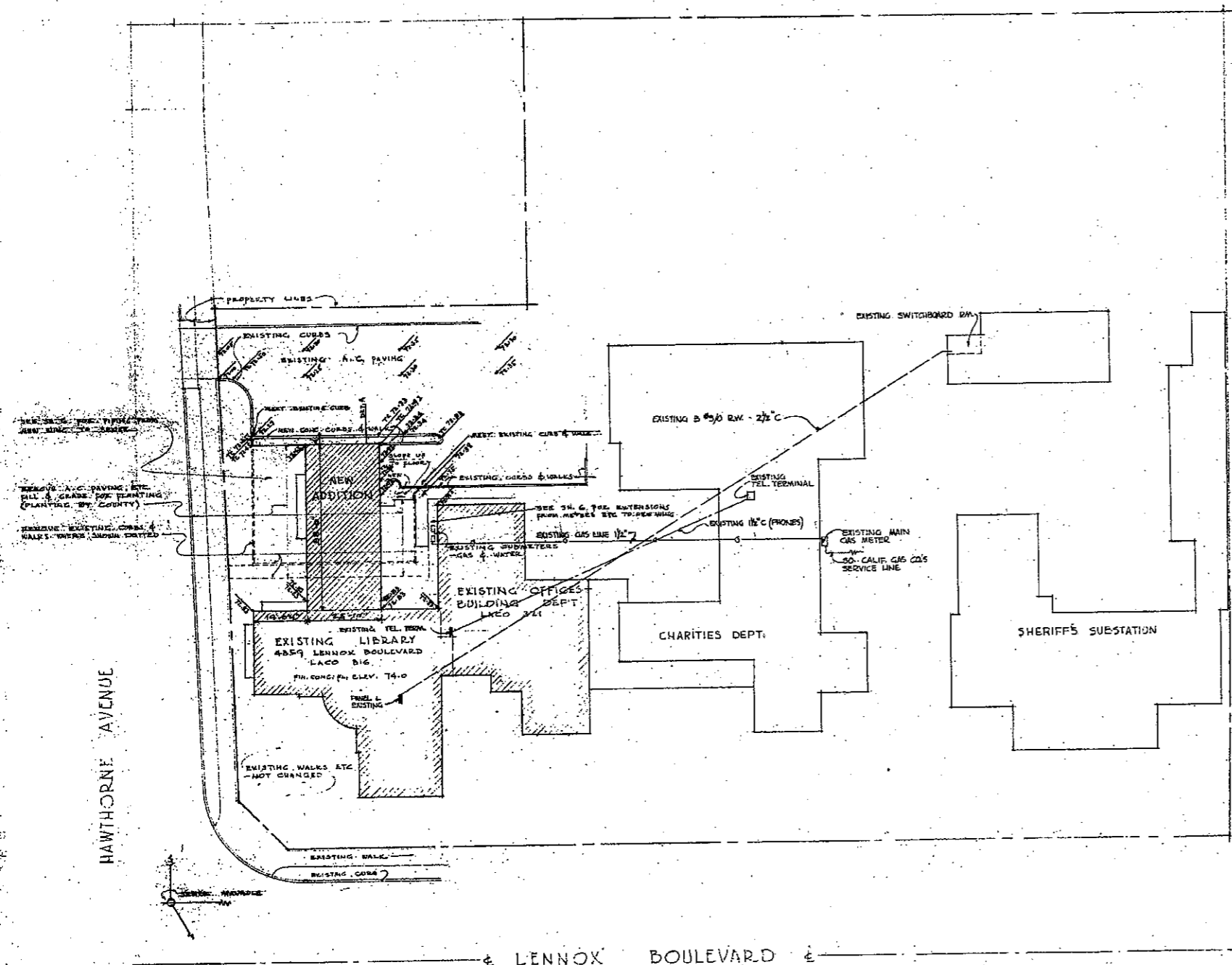


Lennox Sheriff's Substation, January 28, 1958
(USC Libraries Special Collections Digital Library, Los Angeles Examiner Negatives Collection)

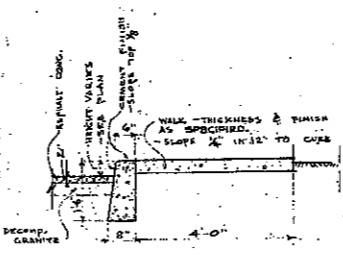


Lennox Sheriff's Substation, January 28, 1958
(USC Libraries Special Collections Digital Library, Los Angeles Examiner Negatives Collection)

Addition to Branch Library Plans (Adrian Wilson, April 30, 1953)

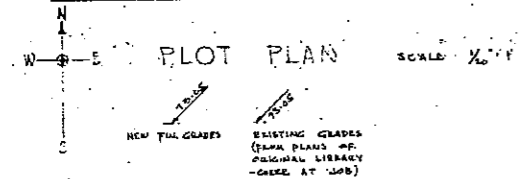


(B) METAL LOUVERS (WINDOW E-1)
SCALE 3" = 1'-0"



(A) CURB & WALK
SCALE 1/2" = 1'-0"

LIST OF DRAWINGS	
SHEET NO.	TITLE
1	PLOT PLAN
2	FLOOR PLAN & ELEVATIONS
3	SCHEDULES AND DETAILS
4	TYPICAL DETAILS
5	FOUNDATION & FRAMING PLAN
6	PLUMBING & HEATING PLANS
7	ELECTRICAL PLAN



Adrian Wilson
COUNTY LIBRARIAN

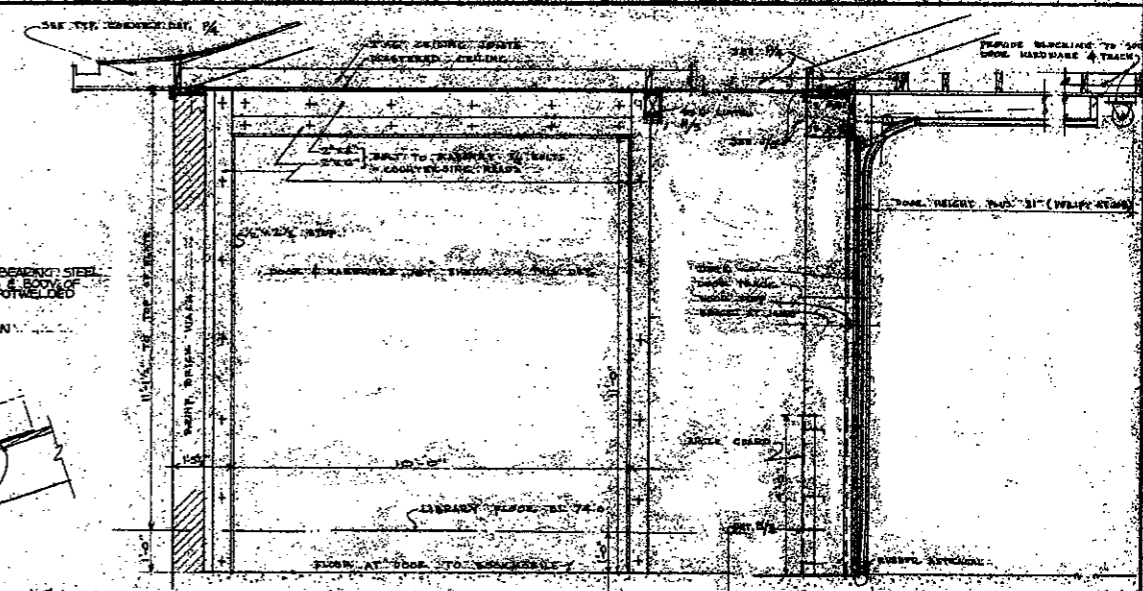
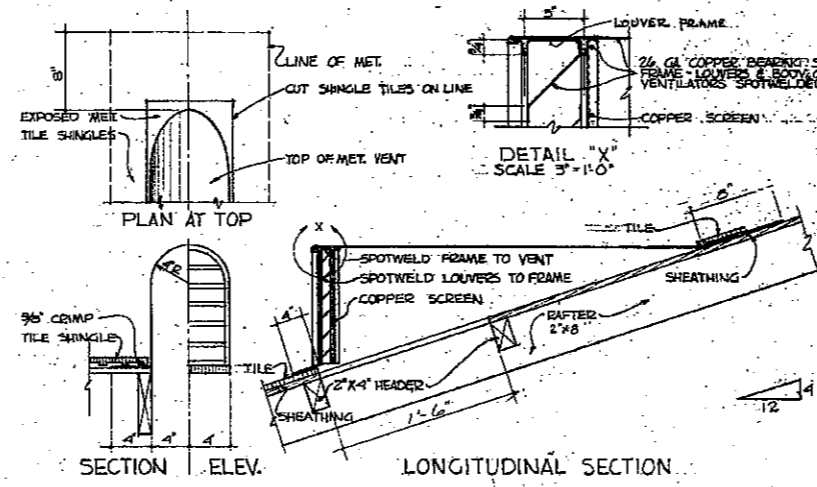
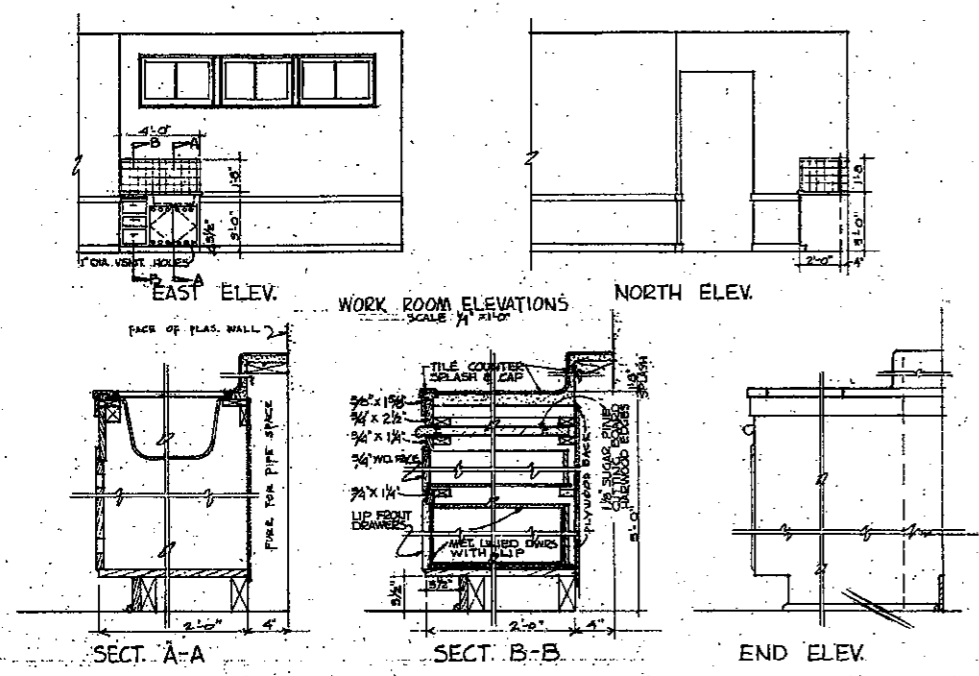
SPECIFICATION NO. 1439 OF 1953

ADDITION TO BRANCH LIBRARY
4559 WEST LENOX BOULEVARD

ADRIAN WILSON, A.I.A.
ARCHITECT
818 WEST FIFTH STREET LOS ANGELES, CALIFORNIA

315
LOS ANGELES COUNTY
BRANCH CIVIC CENTER
4551-59 WEST LENOX BOULEVARD
LENOX, CALIFORNIA

DATE APRIL 30, 1953



A/3 COUNTER IN WORK ROOM
SCALE 1/2" = 1'-0"

B/3 ROOF VENT DETAIL
SCALE 1/2" = 1'-0"

INSIDE ELEVATION

SECTION

PARTIAL PLAN
FRAME, ETC. - DOOR 14
SCALE 1/2" = 1'-0"

E/5 ANGLE GUARD
SCALE 1/2" = 1'-0"

SCHEDULE OF ROOM FINISHES & PAINTING

ROOMS	FINISH										PAINTING									
	FLOOR	WALLS	WAINSCOT	BASE	TRIM	CEILING	CASES, ETC.	REMARKS	WALLS	TRIM & CASES	CEILINGS	REMARKS								
11 NEW STACK ROOM																				
12 NEW WORK ROOM																				
13 RAMP																				
14 TOILET																				
15 HEATER ROOM																				
16 BOOKMOBILE ROOM																				

PAINT NORTH WALL OF EXISTING STACK ROOM TO MATCH EXISTING WORK FOR LETTERING ON DOORS (SIGN PAINTING) SEE DOOR SCHEDULE

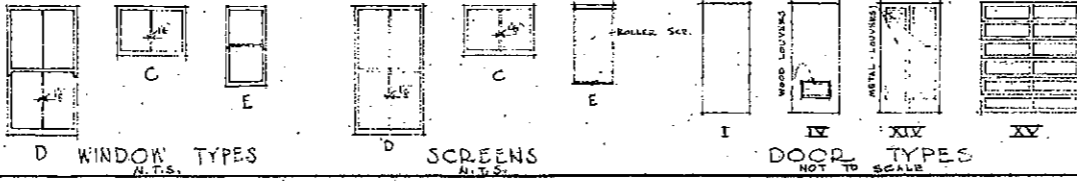
WINDOW SCHEDULE

OPENING No.	KIND	REINHOLD IN OPENING	SIZE OF EACH WINDOW	MATERIAL	FRAME DET. NO.	GLASS	SCREEN	REMARKS
C-2	INT. WINDOW	3	8'-6" x 2'-6"	WOOD	N/4	DSB		REUSE SASH & FRAME FROM EXISTING STACK ROOM
C-4	D.	3						EXTERNAL METAL LOUVER AT EXTERIOR - SEE DET. D/3
C-5	D.	3						
C-6	D.	3						
C-7	D.	1	2'-6" x 2'-6"		N/4			REUSE SASH FROM EXISTING STACK ROOM - REUSE TRIM
D-1	D.H.	3	7' x 6'-6"		N/4			ADJ. LOUVERS AT EXTERIOR - SEE DET. D/3
D-2	D.H.	3	3'-6" x 6'-6"		N/4			EXTERNAL METAL LOUVER AT EXTERIOR - SEE DET. D/3
E-1	D.H.	1	2'-6" x 4'-0"		N/4			EXTERNAL METAL LOUVER AT EXTERIOR - SEE DET. D/3

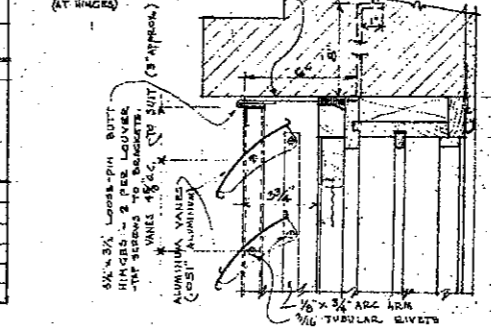
DOOR SCHEDULE

No.	TYPE	DESCRIPTION	WIDTH	HEIGHT	THICKNESS	MATERIAL	FRAME DET. NO.	SIGN PAINTING	REMARKS
9	IV	FLUSH HOLLOW CORE	3'-2"	7'-0"	1 1/2"	WOOD	D/4		16" x 12" WOOD LOUVERS - 6/4
10	I	D.	2'-6"	7'-0"		WOOD	E/4		
11	I	FLUSH WOOD FIRE DOOR	3'-2"	7'-0"		WOOD FIRE DOOR	C/4		UNDEVELOPED 3-PLADL ON EXTERIOR - EXTERIOR & INTERIOR
12	XIV	PR. LOUVERED DOOR - KALAMEN	3'-6"	6'-10"		KALAMEN	3/4		
13	I	FLUSH SOLID CORE	2'-2"	6'-10"		WOOD	B/4		EXTERIOR TYPE DOOR
14	XV	OVERHEAD TYPE - G SECTION	10'-0"	R.	1 1/2"	WOOD	C/3		HEIGHT 11'-0" OVER ALL EXTERIOR VIEWER OR OPERATOR

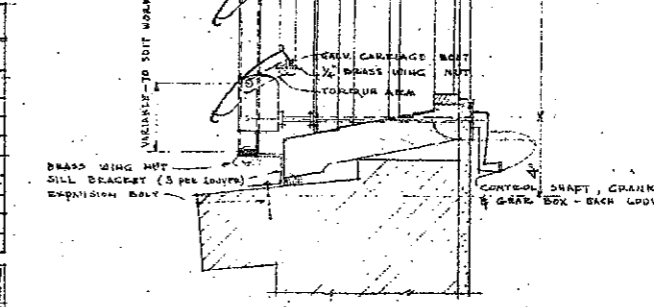
ROLLER SHADES ON ALL WINDOWS (REUSE EXISTING SHADES FOR C-2 & C-7) ADJUSTABLE METAL LOUVERS (SEE DET.) FOR C-4, D-1, D-2 (DET. D/3) FIXED DOOR FOR E-1 (DET. D/1)



DET. C/3



DET. A/4



DET. D/3 - ADJUSTABLE LOUVERS

AS SHOWN FOR WINDOWS ① & ② SIMILAR FOR ③ EXCEPT SIZE, & FRAME DET. AS N/4 SEE SPECIFICATIONS FOR ACCEPTABLE MAKES OF LOUVERS CHECK DETAILS TO BEIT MAKE USED

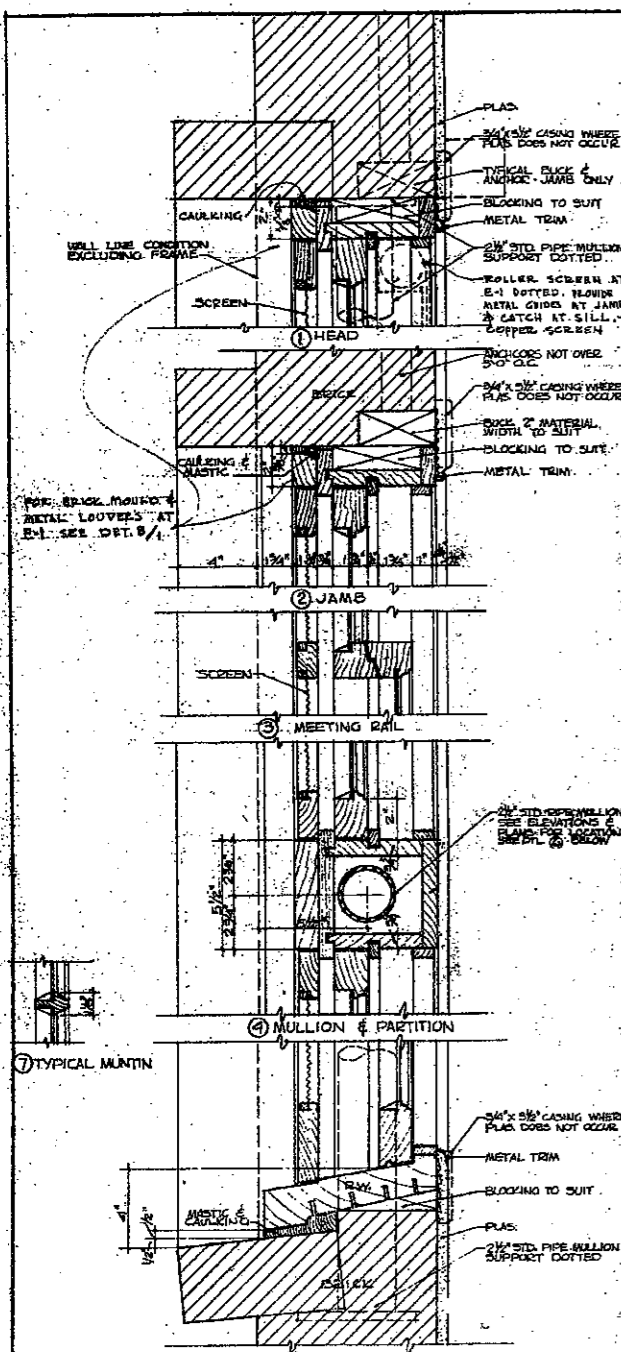
TOILET ROOM ELEVATIONS SCALE 1/4" = 1'-0" SPECIFICATION NO. 1439 OF 1953

ADDITION TO BRANCH LIBRARY
4359 WEST LENOX BOULEVARD

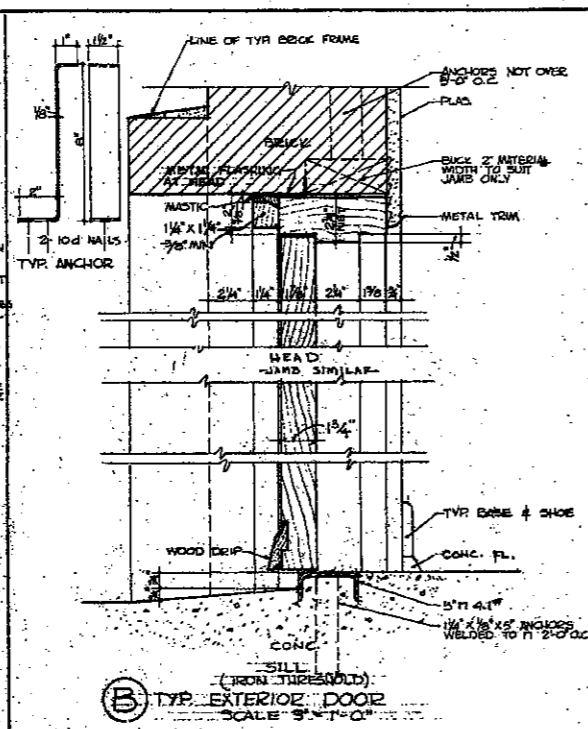
ADRIAN WILSON, A.I.A.
ARCHITECT

315
LOS ANGELES COUNTY
BRANCH CIVIC CENTER
LENOX BOULEVARD
LOS ANGELES, CALIFORNIA

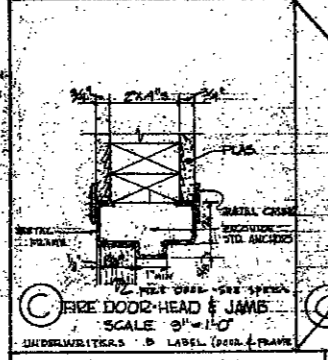
3



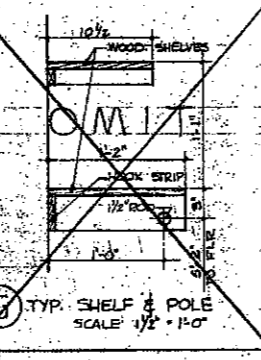
A TYPICAL DOUBLE HUNG WINDOW
SCALE 5" = 1'-0"



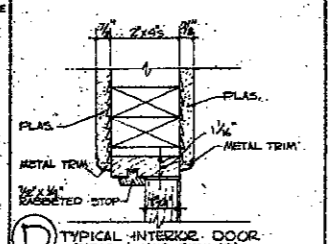
B TYP. EXTERIOR DOOR
SCALE 5" = 1'-0"



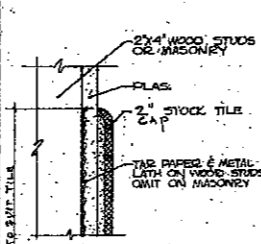
C MULLION & PARTITION
SCALE 5" = 1'-0"



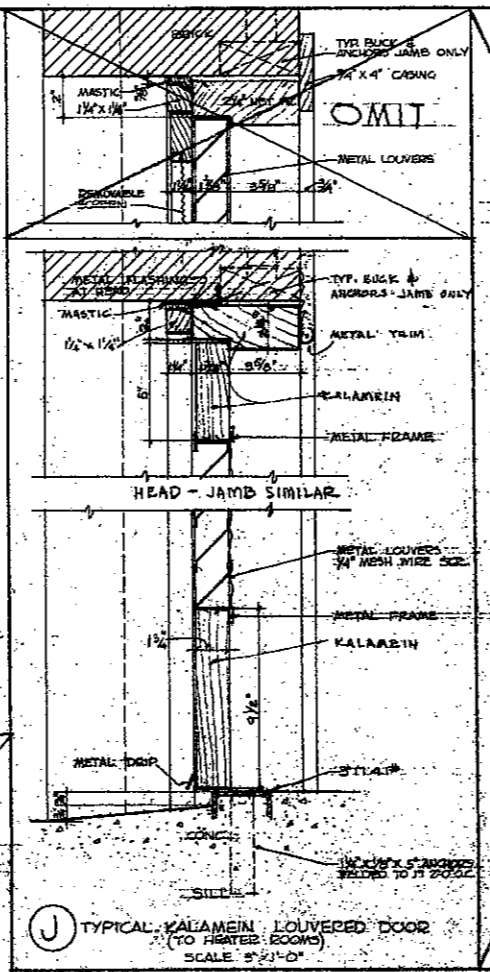
D TYPICAL INTERIOR DOOR
(HEAD & JAMB SIMILAR)
SCALE 5" = 1'-0"



E TYP. JAMB AT TILE WAINSCOT
SCALE 5" = 1'-0"

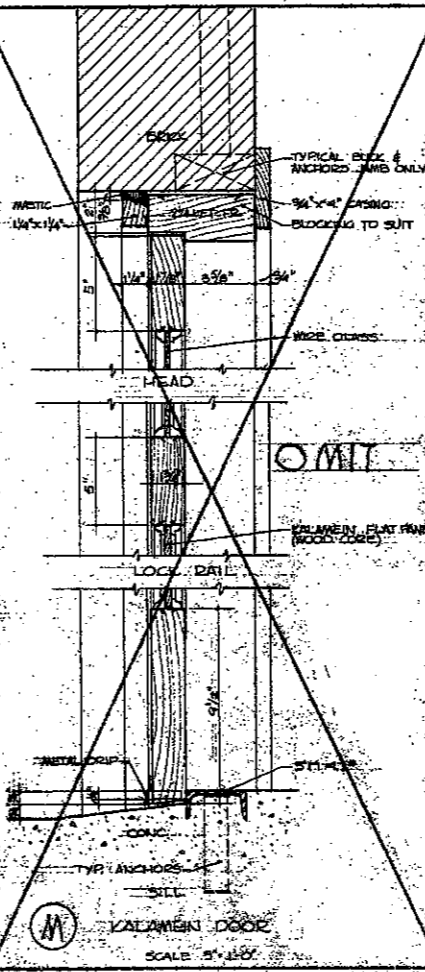


F TYPICAL MARBLE THRESHOLD
SCALE 5" = 1'-0"

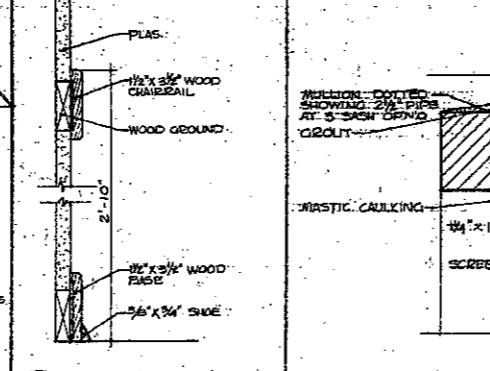


J TYPICAL KALAMEIN LOUVERED DOOR
(TO HEATED ROOMS)
SCALE 5" = 1'-0"

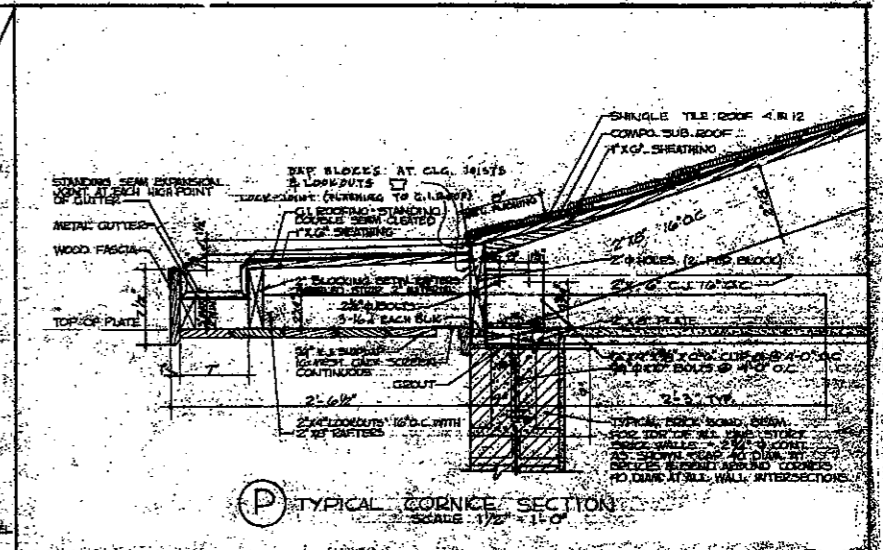
K TYP. BASE SHOE & CHAIR RAIL
SCALE 5" = 1'-0"



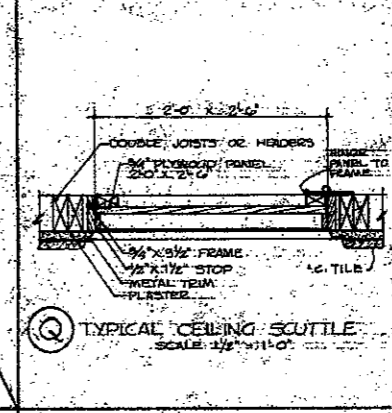
M KALAMEIN DOOR
SCALE 5" = 1'-0"



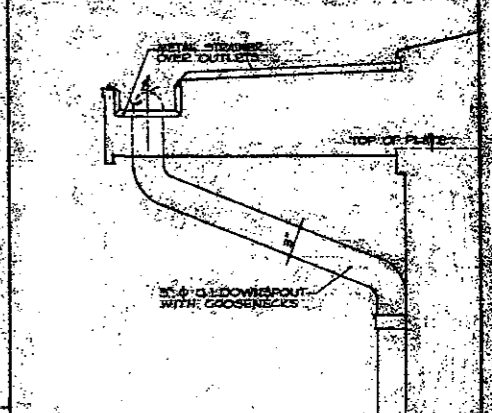
L TYP. CEMENT BASE
SCALE 5" = 1'-0"



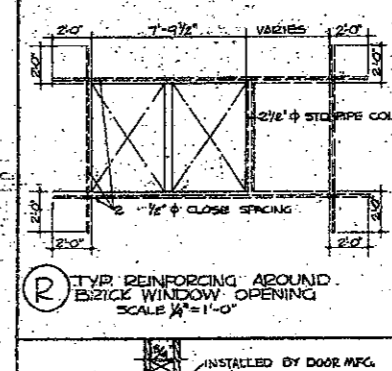
P TYPICAL CORNICE SECTION
SCALE 1/2" = 1'-0"



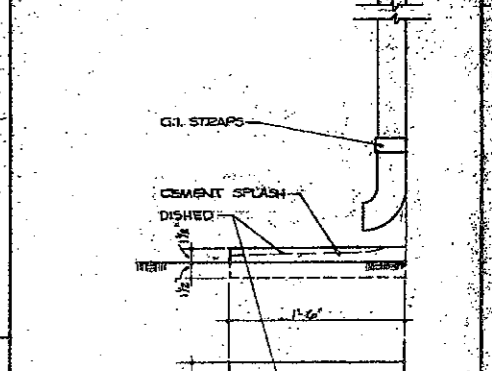
Q TYPICAL CEILING SCUTTLE
SCALE 1/2" = 1'-0"



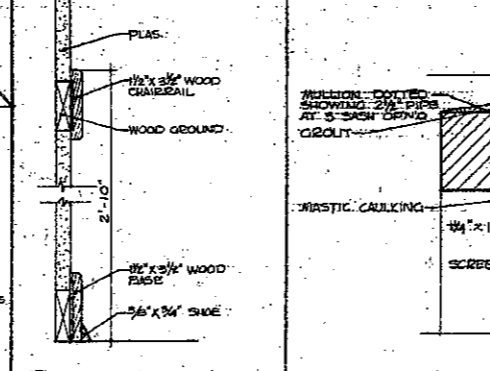
R TYP. REINFORCING AROUND BRICK WINDOW OPENING
SCALE 1/2" = 1'-0"



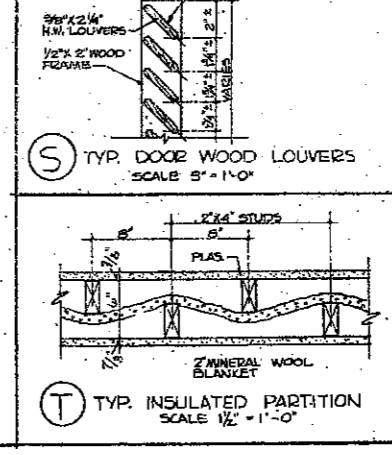
S TYP. DOOR WOOD LOUVERS
SCALE 5" = 1'-0"



U TYPICAL DOWNSPOUT & SPLASH BLOCK
SCALE 1/2" = 1'-0"

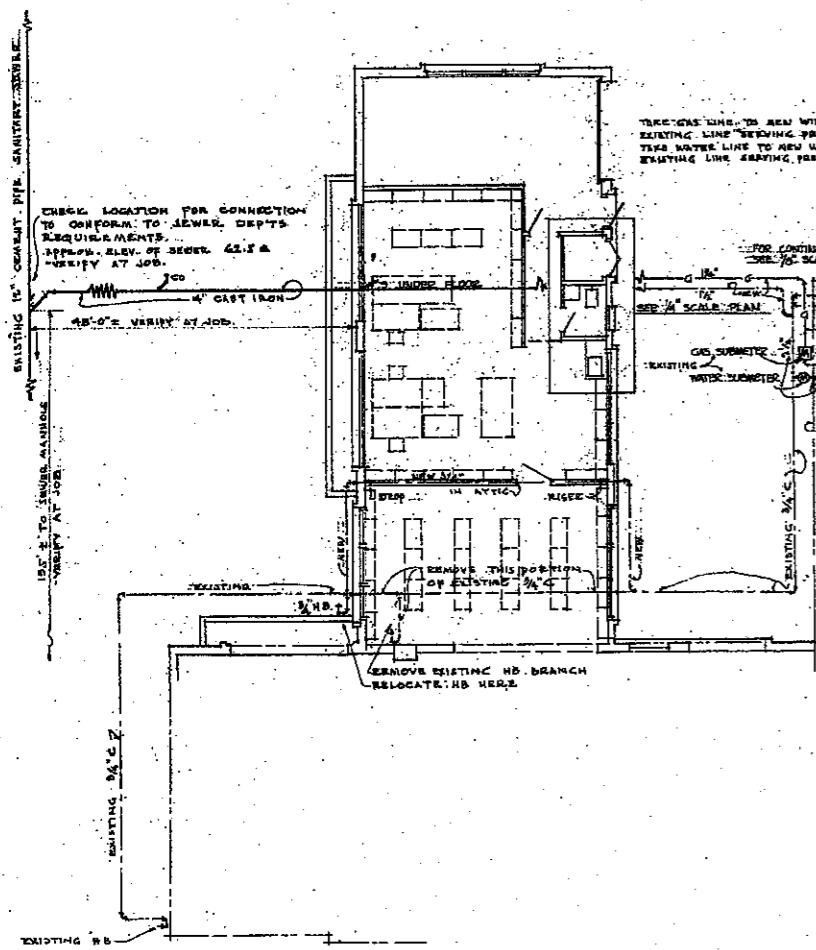


N TRANSOM WINDOW DETAILS
SCALE 5" = 1'-0"

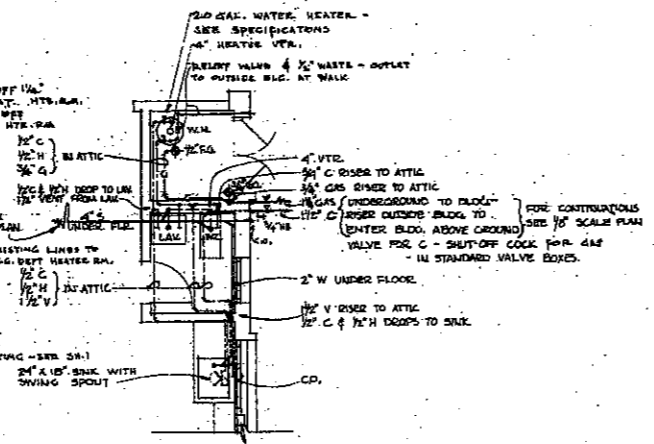


T TYP. INSULATED PARTITION
SCALE 1/2" = 1'-0"

SPECIFICATION NO. 1459 OF 1955
 ADDITION TO BRANCH LIBRARY
 4359 WEST LENOX BOULEVARD
 ADRIAN WILSON, A.I.A.
 ARCHITECT
 116 WEST FIFTH STREET LOS ANGELES, CALIFORNIA
 105 ANGELES COUNTY BRANCH CIVIC CENTER
 4351-54 WEST LENOX BOULEVARD
 LEUNOX, CALIF. 4
 DATE APRIL 30, 1953



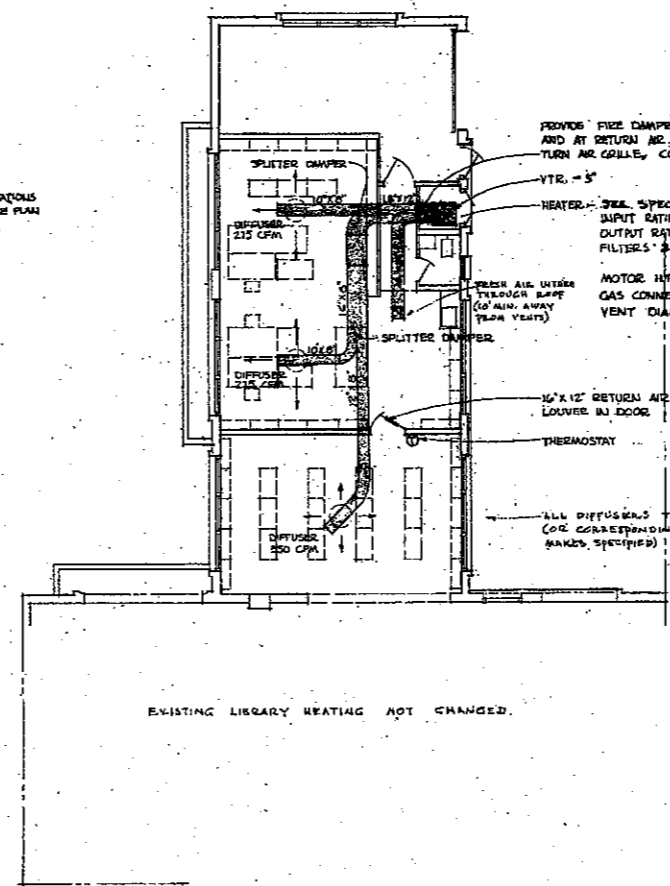
PLUMBING PLAN
SCALE 1/8" = 1'-0"



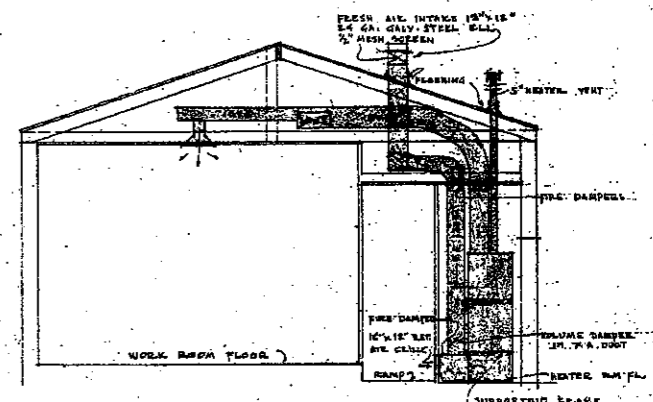
1/4" SCALE PLUMBING PLAN

FIXTURE CONNECTIONS						
FIXTURE	SOIL OR WASTE	PLUMBING	COLD WATER	HOT WATER	GAS	VENT
WATER CLOSET	4"	2" (4")	1/2"	1/2"	1/2"	1/2"
LAVATORY	1 1/2"	1 1/2"	1/2"	1/2"	1/2"	1/2"
SINK	2"	1 1/2"	1/2"	1/2"	1/2"	1/2"
KITCHEN SINK	2"	1 1/2"	1/2"	1/2"	1/2"	1/2"
WATER HEATER	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
SPACE HEATER	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"

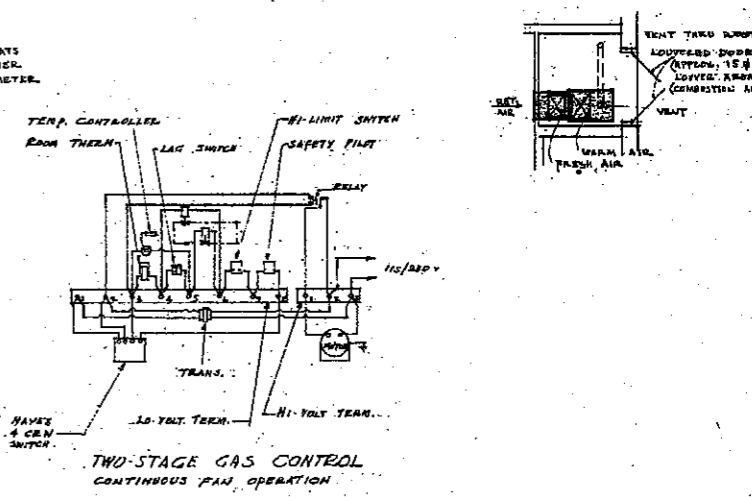
- SOIL-WASTE-SEWER
- VENT (PLUMBING)
- COLD WATER
- HOT WATER
- GAS
- FUEL GAS OUTLET
- KITCHEN SINK
- VALVE OR COCK
- SOIL
- WASTE
- COLD WATER
- HOT WATER
- CLEANOUT
- VENT THROUGH ROOF
- W.C. WATER CLOSET
- LAV. LAVATORY
- W.H. WATER HEATER



HEATING PLAN
SCALE 1/8" = 1'-0"



A-A SECTION AT HEATER R.M.
SCALE 1/4" = 1'-0"



TWO-STAGE GAS CONTROL
CONTINUOUS FAN OPERATION

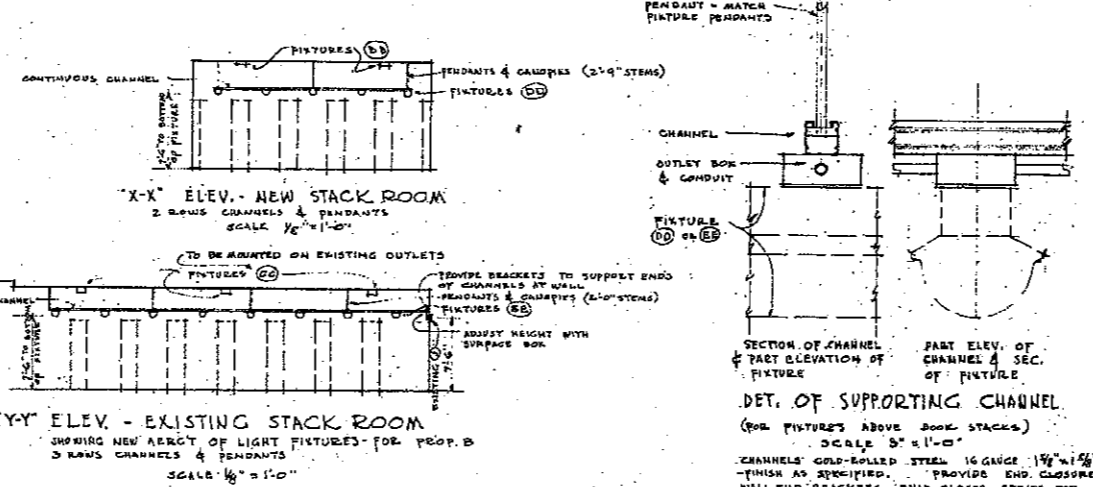
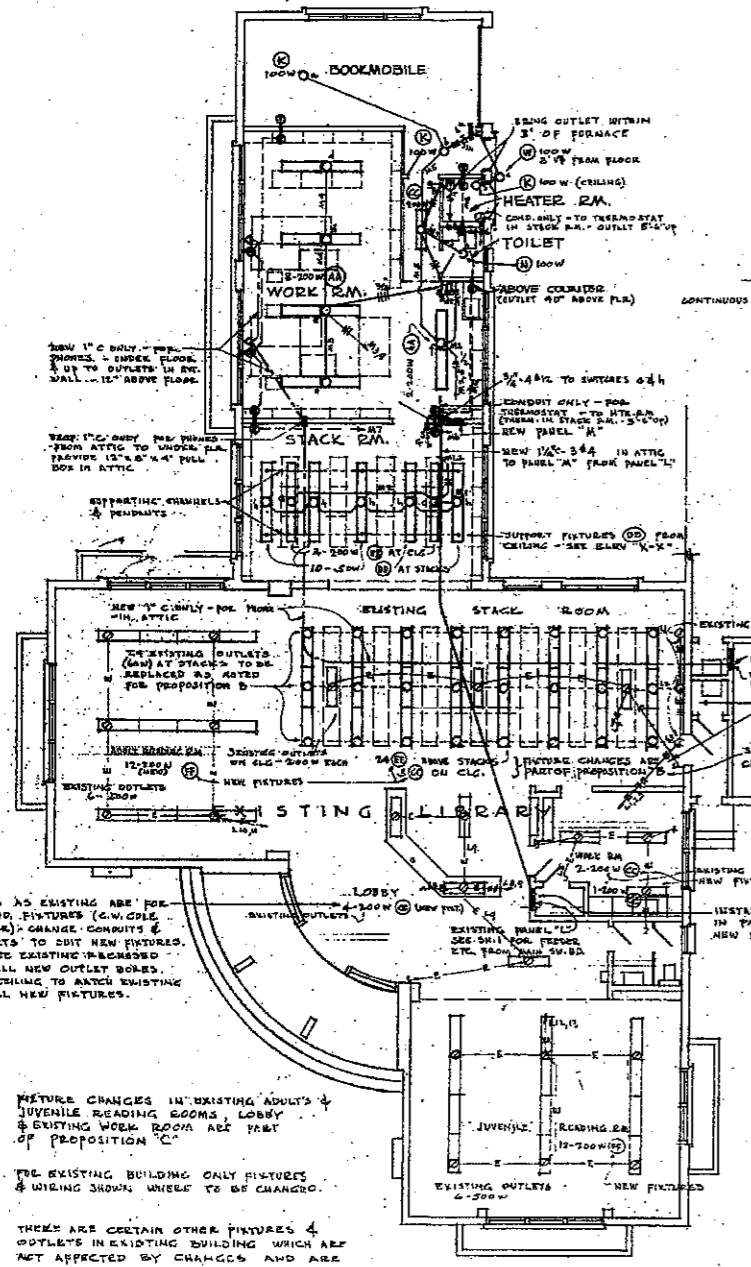
SPECIFICATION NO. 1439 OF 1953
ADDITION TO BRANCH LIBRARY
 4339 WEST LENNOX BOULEVARD

ADRIAN WILSON, A.I.A.
 ARCHITECT

PLUMBING & HEATING PLANS
 LOS ANGELES COUNTY
 BRANCH CIVIC CENTER
 4331-39 WEST LENNOX BOULEVARD
 LENNOX CALIFORNIA

315 6

DATE APRIL 30, 1953



NOTES FOR PROPOSITION B - AT EXIST. STACK R.M.

REMOVE 24 EXISTING PICTURE OUTLETS CONDUITS & WIRING (NOW MOUNTED ON STACKS) BACK TO EXISTING JUNCTION BOXES ON EAST WALL OF EXISTING STACK ROOM. INSTALL NEW SUPPORTING CHANNELS & PENDANTS (SEE ELEV. "X-X") WITH NEW CONDUITS OUTLETS WIRING & FIXTURES (C) CONNECTING TO EXISTING CIRCUITS L1, 2, 3 AT JUNCTION BOXES.

REPLACE 8 EXISTING CEILING MOUNTED FIXTURES ABOVE STACKS WITH NEW FLUORESCENT FIXTURES (C).

SALVAGED FIXTURES & OTHER SALVAGED MATERIAL SHALL REMAIN PROPERTY OF THE COUNTY.

THREE (3) OUTLETS AS EXISTING ARE FOR RECESSED INCANDESCENT FIXTURES (C.W.C.D.E. FINISH OR SIMILAR). CHANGE CONDUITS & WIRING & OUTLETS TO SUIT NEW FIXTURES. REMOVE & SALVAGE EXISTING RECESSED FIXTURES. INSTALL NEW OUTLET BOXES PATCH & PAINT CEILING TO MATCH EXISTING CEILING. INSTALL NEW FIXTURES.

FIXTURE CHANGES IN EXISTING ADULT & JUVENILE READING ROOMS, LOBBY & EXISTING WORK ROOM ARE PART OF PROPOSITION C.

THE EXISTING BUILDING ONLY FIXTURES & WIRING SHOWN WHERE TO BE CHANGED.

THERE ARE CERTAIN OTHER FIXTURES & OUTLETS IN EXISTING BUILDING WHICH ARE NOT AFFECTED BY CHANGES AND ARE NOT SHOWN ON THIS DRAWING.

SYMBOLS		EXISTING PANEL I SCHEDULE	
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	CIR.	WATS.
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	1	100
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	2	200
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	3	300
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	4	400
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	5	500
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	6	600
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	7	700
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	8	800
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	9	900
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	10	1000
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	11	1100
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	12	1200
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	13	1300
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	14	1400
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	15	1500
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	16	1600
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	17	1700
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	18	1800
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	19	1900
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	20	2000
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	21	2100
○	EXISTING OUTLET (INCANDESCENT) CHANGED TO FLUORESCENT	22	2200

REVISED PANEL I SCHEDULE	
CIR.	WATS.
1	100
2	200
3	300
4	400
5	500
6	600
7	700
8	800
9	900
10	1000
11	1100
12	1200
13	1300
14	1400
15	1500
16	1600
17	1700
18	1800
19	1900
20	2000
21	2100
22	2200

NEW PANEL M SCHEDULE	
CIR.	WATS.
1	100
2	200
3	300
4	400
5	500
6	600
7	700
8	800
9	900
10	1000
11	1100
12	1200
13	1300
14	1400
15	1500
16	1600
17	1700
18	1800
19	1900
20	2000
21	2100
22	2200

CONDUITS IN FLOOR SLAB OR UNDER SHALL BE 1/2" MINIMUM.

CONDUITS INSTALLED BELOW FLOOR SLAB SHALL BE ENCASED IN 1 1/2" CONCRETE. CONDUITS TO BE INSTALLED ABOVE CEILING AND BELOW FLOOR SHALL BE INSTALLED WITH 1/2" CONCRETE ABOVE AND BELOW. CONDUITS TO BE INSTALLED IN WALLS SHALL BE ENCASED IN 1/2" CONCRETE. CONDUITS TO BE INSTALLED IN CEILING SHALL BE ENCASED IN 1/2" CONCRETE. CONDUITS TO BE INSTALLED IN FLOOR SHALL BE ENCASED IN 1/2" CONCRETE.

11500 WATS - TOTAL WATS 23400 = 984 AMP.

AT EXISTING MAIN SWITCHES.

(SEE SH-1 FOR LOCATION) CHANGE 90 AMP 2 POLE BREAKER TO 100 AMP 2 POLE BREAKER OF SAME TYPE & MFG TO MATCH EXISTING BREAKERS.

SALVAGED BREAKERS TO BE PROPERTY OF THE COUNTY.

ELECTRICAL PLAN SCALE 1/8" = 1'-0"

NOTE - EXISTING FIXTURES, 90 AMP BREAKER, & OTHER SALVAGED MATERIAL SHALL REMAIN PROPERTY OF THE COUNTY - SEE SPECIFICATIONS.

SPECIFICATION NO 1439 OF 1955
ADDITION TO BRANCH LIBRARY
4359 WEST LENNOX BOULEVARD

ELECTRICAL PLAN
LOS ANGELES COUNTY
BRANCH CIVIC CENTER
4359-59 WEST LENNOX BOULEVARD
LENNOX, CALIFORNIA

CLAYTON T. GIBBS
CONSULTING ELECTRICAL ENGINEER
342 S. BRACEMAN
LOS ANGELES 12, CALIFORNIA

315

7

APR 20 1955

Current Photographs

Current Photographs



Sheriff's station, Primary (south) elevation, view to north (PCR 2011)



Sheriff's station, Primary (south) elevation, view to north (PCR 2011)



4331 Lennox Avenue, Sheriff's station entry, Primary (south) elevation, view to north (PCR 2011)



Sheriff's station, lobby area, view northeast (PCR 2011)



Sheriff's station, lobby area, view southeast (PCR 2011)



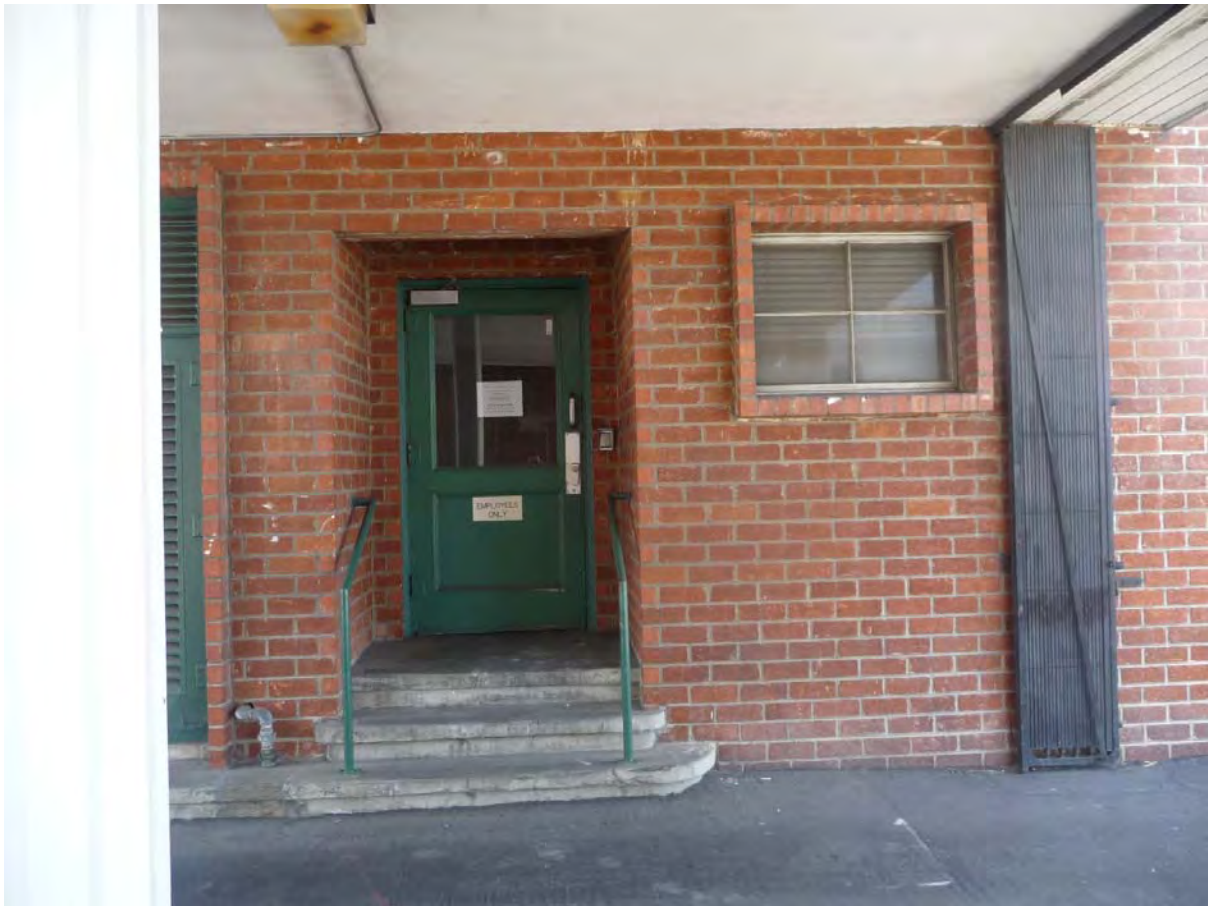
Sheriff's station, lobby area, view southeast (PCR 2011)



Sheriff's station, stairway (PCR 2011)



Carport, South elevation, view to north (PCR 2011)



Sheriff's station, west elevation, view east (PCR 2011)



Driveway between Sheriff's Station and Department of Building and Safety, view north (PCR 2011)



Driveway between Sheriff's Station and Department of Building and Safety, view southwest (PCR 2011)



Department of building and safety, east elevation, view northwest (PCR 2011)



Sheriff's station, west elevation, view northeast (PCR 2011)



Automotive repair shop behind Sheriff's station, view northwest (PCR 2011)



North elevation, view south (PCR 2011)



North elevation, view south (PCR 2011)



West elevation, view southeast (PCR 2011)



North elevation, view southwest (PCR 2011)



North elevation, view south (PCR 2011)



Primary (south) elevation, view north (PCR 2011)



Primary (south) elevation, view north (PCR 2011)



Primary (south) elevation, view northwest (PCR 2011)



Library, Primary (south) elevation, view north (PCR 2011)



Library, Primary (south) elevation, view north (PCR 2011)



Library, west elevation, view east (PCR 2011)

Professional Qualifications

Education

- Ph.D., Art History, University of California, Los Angeles, California, 2005
- M.A., Architectural History, University of Virginia, Charlottesville, Virginia, 1991
- Certificate of Historic Preservation, University of Virginia, Charlottesville, Virginia, 1991
- B.A., Art History, Oberlin College, Oberlin, Ohio, 1983

Professional Affiliations

- Santa Monica Conservancy
- Los Angeles Conservancy
- California Preservation Foundation
- Society of Architectural Historians
- National Trust for Historic Preservation

Expertise

Margarita J. Wuellner, Ph.D., has over 20 years of experience in the practice of historic preservation and cultural resources management in California, the United States, and Europe. She has an extensive background in art and architecture from the eighteenth through twenty-first century, and is a specialist in the study of visual culture, Modernism, urbanism, and cultural landscape. She has training and substantial experience in the evaluation and conservation of art and architecture, and her qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History, Archaeology, and Architectural History.

Dr. Wuellner has received numerous awards and fellowships for her work including: Samuel H. Kress Foundation Fellowship, Art History; American Council of Learned Societies Fellowship, East European Studies; Edward A. Dickson Graduate Fellowship, Art History, UCLA; Thomas Jefferson Fellow, Dupont Fellow, Governor's State Graduate Fellow, UVA School of Architecture.

Experience

Historic Preservation and Cultural Resources Management: Dr. Wuellner has extensive experience in the evaluation, management and treatment of historic properties for compliance with Sections 106 and 110 of the National Historic Preservation Act (NHPA), National Environmental Protection Act (NEPA), Section 4(f) of the Department of Transportation Act, California Environmental Quality Act (CEQA), and local preservation ordinances. Dr. Wuellner is experienced in the assessment of projects for conformance with the Secretary of the Interior's Standards and frequently assists clients with city, state and federal agency consultation. Dr. Wuellner has over 15 years of experience as a principal investigator, project manager, and technical lead for international, national and regional firms, including EDAW, Inc. (now AECOM) and Parsons, Inc. She gained her professional training and experience with the historic preservation firm John Milner Associates in Alexandria, Virginia, and the landscape preservation firm Land and Community Associates in Charlottesville, Virginia. She returned to Los Angeles in 1995 to begin her doctoral studies at UCLA and since then has established a strong regional historic preservation practice. She currently serves as the City of Santa Monica's historic preservation consultant, and is also an on-call preservation consultant for the Los Angeles Redevelopment Agency.

Planning and Redevelopment: Dr. Wuellner has surveyed thousands of properties and conducted extensive research to document historic resources throughout the United States, and has conducted hundreds of projects in Southern California for public agencies and private clients. Redevelopment, urban design and master planning projects are of primary interest to Dr. Wuellner. She completed three surveys under contract to the Community Redevelopment Agency of the City of Los Angeles to evaluate historic resources within the Wilshire Center/Koreatown Recovery Redevelopment Project Area (2009), Adelante Eastside (2008), and the Normandie 5 Redevelopment Project Area (2010); the survey results are being incorporated into *SurveyLA*.

Her experience with educational resources includes the recent district-wide historic resources survey for the Santa Monica Unified School District (SMMUSD) as well as preservation consultation for renovations and additions to selected school sites. As part of the larger USC Master Plan Project she prepared a historic resources analysis for the USC Student Union Project IS/MND evaluating the Formalist Modern Norman Topping Center and potential impacts to the adjacent Commons Building and surrounding historic district; and a HABS report for the Modern Constructivist Schoenburg Institute. She also completed HABS reports for the Gymnasium at the University of La Verne and the Administration Building at Harvard-Westlake Academy.

Dr. Wuellner has authored hundreds of technical reports for incorporation into CEQA/NEPA environmental review documents (EIRs/EAs/EISs), and she is experienced in documenting and implementing mitigation measures to reduce potential impacts to historic resources. Dr. Wuellner presently provides preservation consultation for rehabilitation/adaptive reuse projects, such as the San Bernardino Santa Fe Depot, the Santa Monica City Hall, and the Dunbar Hotel which are listed in the National Register. Her notable recent conservation work includes the Survey of Fine and Decorative Arts aboard the RMS Queen Mary (2008), and the recently completed Conservation Management Plan for the RMS Queen Mary (2010) for the City of Long Beach.



Education

- M. Arch., School of Architecture, Tulane University, New Orleans, Louisiana, 2005
- M.A., American Architectural History, University of Mississippi, Oxford, Mississippi, 2000
- B.A., Early American History, Occidental College, Los Angeles, California, 1996
- Graduate Study, Architecture, Southern California Institute of Architecture, Los Angeles, California, 2003
- Graduate Study, Historic Preservation, Graduate School of Architecture, Planning & Preservation, Columbia University, New York, New York, 2002

Continuing Education

- LEED Workshop, U.S. Green Building Council
- Evaluating Historical Resources in the Los Angeles Area, Association of Environmental Professionals

Professional Affiliations

- The American Institute of Architects
- LEED Accredited Professional, U.S. Green Building Council
- Los Angeles Conservancy
- Santa Monica Conservancy
- American Farmland Trust

Awards and Fellowships

Sally Kress Tompkins Fellowship, Society of Architectural Historians, 2000

Expertise

Jon Lamar Wilson has over eight years of professional and academic experience in the practice of architecture, historic preservation, and architectural history. He has a wide-ranging knowledge of nineteenth and twentieth-century American Architecture, with a specific focus on Central and Southern California and the American South. In particular, Mr. Wilson is an expert in both urban and rural housing types and how they relate to their larger context. His qualifications and experience exceeds those of the Secretary of the Interior's Professional Qualification Standards in History, Architectural History, and Historic Architecture.

Experience

Mr. Wilson has a broad training and professional experience in the practice of Historic Preservation and Cultural Resource Management. Most recently He has extensive experience consulting clients on projects for compliance of Sections 106 of the National Historic Preservation Act (NHPA), the California Environmental Quality Act (CEQA), and local preservation ordinances. Mr. Wilson is experienced in the assessment of projects for conformance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings, and has assisted clients with Historic American Buildings Survey (HABS) documentation, Historic Structure Reports (HSR), National Register of Historic Places nominations, California Register of Historical Resources nominations, local historic designation nominations, Historic Preservation Federal Tax Credit applications, preservation design, and feasibility reports.

HABS: Mr. Wilson worked professionally as an employee and a private contractor for the HABS, a historic building documentation department within the National Park Service. His relationship with HABS began after he won the Sally Kress Tompkins Fellowship, an academic research grant jointly awarded by HABS and the Society of Architectural Historians (SAH).

Mr. Wilson was the team leader for the historic resources surveys of the Wilshire Center/KoreaTown, Normandie 5, and Adelante Eastside Redevelopment Area Surveys for the CRA/LA. His qualifications meet the Secretary of the Interior's Standards in history, architectural history, and historic architecture. Mr. Wilson served as Senior Architectural Historian for the completion of the district-wide survey and evaluation of the Santa Monica-Malibu Unified Schools. Since 2007, he has acted as Senior Architectural Historian for PCR's on-call contract to provide preservation consultant services to the City of Santa Monica and has completed numerous projects under this task order including preliminary assessments, Landmark Assessments, plan reviews for conformance to the Secretary of the Interior's Standards and the local preservation ordinances, design consultation services for adaptive reuse projects, and Historic American Building Survey (HABS) recordation. He has conducted historic assessments and plan reviews for conformance to the Secretary of the Interior's Standards and the local preservation ordinance for numerous PCR projects in Laguna Beach, including recent projects for 154 Pearl, the oldest house in Laguna Beach, and 229 Arch Street, the home of renowned landscape painter William Wendt. He has conducted historical and cultural resources surveys for specific plans in Placentia and Santa Ana in Orange County, California, and in Whittier, California. Mr. Wilson conducted a survey of contributing "puestos" to the El Pueblo de Los Angeles Historic Monument and many other documents related to historic preservation and cultural resource management. In Riverside, Mr. Wilson helped produce the Historic Structures Report (HSR) for the National Historic Landmark Harada House and worked as a preservation consultant on the Fox Riverside Theater.



Education

- M.S., Historic Preservation (Emphasis: Conservation), Columbia University, New York, New York, 2008
- B.S., Design, (Emphasis: Interior Architecture), University of California, Davis, California, 2002
- B.A., Art History, University of California, Davis, California, 2002

Professional Affiliations

- American Society of Interior Designers
- National Trust for Historic Preservation
- Association for Preservation Technology
- Los Angeles Conservancy
- Santa Monica Conservancy

Summary

Amanda Kainer has over seven years of professional and academic experience in the practice of historic preservation and architectural history throughout the United States.

Ms. Kainer's qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History and Historic Preservation Planning. She has a wide-ranging knowledge of nineteenth- and twentieth-century American Architecture and Interior Design. Ms. Kainer has advanced skills in researching and documenting residential interior design, and analyzing preservation easements. She also specialized in conservation with knowledge of analytical methods, and materials such as stone, metal, mortar, bricks and finishes.

Experience

Historic Preservation Documentation and Research: Ms. Kainer has conducted extensive archival research, field observation, and recordation for numerous historic documentation projects. She provided database management for the Adelante Eastside Redevelopment Project and the Wilshire Center/Koreatown Historic Resources Survey and served as the Survey Team Leader for the survey of fine and decorative arts aboard the RMS Queen Mary in Long Beach. Ms. Kainer assisted with the management of the survey database and research for the Normandie 5 Survey in Los Angeles.

Ms. Kainer has completed character-defining features reports, and assistance with investment tax credit applications and Historic American Building Survey (HABS) documentation. She has contributed to Historic Resource Assessments for residential properties in Laguna Beach and Redondo Beach, as well as a bowling alley in Chatsworth. Ms. Kainer has prepared Conditions Assessments and provided recommendations for two projects in New York, including the East and West Parlors of the Van Cortlandt House Museum in the Bronx and the Orange County and Government Center in Goshen. She has assisted with the HABS documentation of the Schoebner Institute and the Santa Monica City Jail. Ms. Kainer has contributed to character-defining features reports for All Saints Church and Polytechnic Elementary School in Pasadena.

Santa Monica: Ms. Kainer has served as a research assistant and co-author for numerous reports for the City of Santa Monica as part of PCR's on-call contract with the City. She has experience providing research assistance, critical analysis, and writing for City Landmark Assessment and Evaluation reports, Preliminary Assessment Memoranda, and Structure of Merit Evaluations. The reports evaluated a variety of commercial, residential and institutional properties, including the Bay Builders Exchange (1503-1509 4th Street), the Keller Block (1456-1460 3rd Street/227 Broadway), the Santa Monica Doctor's Building (2125 Arizona Avenue), the Shangri-La Hotel (1301 Ocean Avenue), and a residential property (142 Hollister Avenue).



APPENDIX D

GEOTECHNICAL INVESTIGATION

GEOTECHNICAL INVESTIGATION

PROPOSED LENNOX LIBRARY AND COMMUNITY CENTER RENOVATION AND EXPANSION 4331 LENNOX BOULEVARD LENNOX DISTRICT OF THE UNINCORPORATED LOS ANGELES COUNTY, CALIFORNIA



GEOCON
WEST, INC.

GEOTECHNICAL
ENVIRONMENTAL
MATERIALS

PREPARED FOR

COUNTY OF LOS ANGELES DEPARTMENT OF
PUBLIC WORKS
ALHAMBRA, CALIFORNIA

PROJECT NO. A8559-06-41

FEBRUARY 2, 2011



Project No. A8559-06-41
February 2, 2011

VIA OVERNIGHT COURIER

County of Los Angeles Department of Public Works
900 S. Fremont St., 5th Floor
Alhambra, CA 91803

Attention: Mr. Ken Schumann

Subject: GEOTECHNICAL INVESTIGATION
PROPOSED LENNOX LIBRARY AND COMMUNITY CENTER
RENOVATION AND EXPANSION
4331 LENNOX BOULEVARD
LENNOX DISTRICT OF THE UNINCORPORATED
LOS ANGELES COUNTY, CALIFORNIA

Dear Mr. Schumann:

In accordance with your authorization of our proposal dated January 7, 2011, we have performed a geotechnical investigation for the proposed renovation and expansion of the existing Lennox library and community center located at 4331 Lennox Boulevard in the Lennox District of the Unincorporated Los Angeles County, California. The accompanying report presents the findings of our study and our conclusions and recommendations pertaining to the geotechnical aspects of proposed design and construction. Based on the results of our investigation, it is our opinion that the proposed project can proceed as proposed, provided the recommendations of this report are followed and implemented during design and construction.

If you have any questions regarding this report, or if we may be of further service, please contact the undersigned.

Very truly yours,

GEOCON WEST, INC.



Ramon Gamez
Staff Engineer

César H. Larios
PG 8561

Neal D. Berliner
GE 2576

(4+1CD) Addressee

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LIMITATIONS AND UNIFORMITY OF CONDITIONS

LIST OF REFERENCES

MAPS, TABLES, AND ILLUSTRATIONS

- Figure 1, Vicinity Map
- Figures 2a and 2b, Site Plans
- Figure 3, Regional Fault Map
- Figure 4, Regional Seismicity Map
- Figure 5, Probability of Exceedance
- Figures 6 and 7, Retaining Wall Detail
- Table 1, Faults within 60 Miles of the Site – Deterministic Site Parameters

APPENDIX A

FIELD INVESTIGATION

- Figures A-1 through A-6, Boring Logs
- Figure A-7, Test Pit Log

APPENDIX B

LABORATORY TESTING

- Figures B1 and B2, Direct Shear Test Results
- Figures B3 through B5, Consolidation Test Results
- Figure B6, Laboratory Test Results
- Figure B7, Corrosivity Test Results

GEOTECHNICAL INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of a geotechnical investigation for the proposed renovation and expansion to the existing Lennox library and community center located at 4331 Lennox Boulevard in the Lennox District of the Unincorporated Los Angeles County, California (see Vicinity Map, Figure 1). The purpose of the investigation was to evaluate subsurface soil and geologic conditions in the area of proposed construction and based on conditions encountered, to provide conclusions and recommendations pertaining to the geotechnical aspects of proposed design and construction.

The scope of this investigation included a site reconnaissance, field exploration, laboratory testing, engineering analysis, and the preparation of this report. The site was explored on January 28, 2011 by conducting six 4-inch diameter borings and one test pit utilizing hand auger equipment and hand tools. The borings and test pit were advanced to a maximum depth of 15½ feet below the existing ground surface. Percolation testing for the design of a storm water infiltration system was performed in one of the borings. The approximate locations of the exploratory borings are depicted on the Site Plans (Figures 2a and 2b). A detailed discussion of the field investigation, including boring logs, is presented in Appendix A.

Laboratory tests were performed on selected soil samples obtained during the investigation to determine pertinent physical and chemical soil properties. Appendix B presents a summary of the laboratory test results.

The recommendations presented herein are based on analysis of the data obtained during the investigation and our experience with similar soil and geologic conditions. References reviewed to prepare this report are provided in the *List of References* section. If project details vary significantly from those described above, Geocon should be contacted to determine the necessity for review and possible revision of this report.

2. SITE CONDITIONS & PROJECT DESCRIPTION

The subject site is located at 4331 Lennox Boulevard in the Lennox District of the Unincorporated Los Angeles County, California. The site is currently occupied by a single-story library structure and a paved parking lot. The site is bounded by a single-story commercial structure and a paved parking lot to the north, by Lennox Boulevard to the south, by a two-story sheriff station and a 2-car garage to the east, and by Hawthorne to the west. The site is relatively level with no significant highs or lows. Surface water drainage at the site appears to be by sheet flow along the existing ground contours to the city streets and existing area drains. Vegetation on the site consists of grasses, shrubs, and trees.

Based on the information provided by the County of Los Angeles Department of Public Works, it is our understanding that due to the preliminary nature of the project at this time, two alternative designs are being considered for the renovation and expansion of the existing single-story, on-grade structure. The first design alternative will include the demolition of a portion of the existing library structure, renovation of the remaining 14,000 square-feet the existing structure, and the construction of a new 5,400 square-foot building addition (see Figure 2a). The second design alternative would include the demolition of a much larger portion of the existing structure to allow the construction of a new 8,300 square-foot building addition, as well as renovation of the remaining portion of the existing structure (see Figure 2b).

Due to the preliminary nature of the design at this time, wall and column loads were not made available. However, it is estimated that wall loads for the proposed structures could be up to 2 kip per linear foot, and column loads could be up to 100 kips. Once the design phase and foundation loading configuration proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Any changes in the design, location or elevation of any structure, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

Once the design phase proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Geocon should be contacted to determine the necessity for review and possible revision of this report. Geocon should review and civil and structural plans for this project to verify conformance with the intent of the recommendations.

3. GEOLOGIC SETTING

The site is located in the northwestern portion of the Los Angeles Basin. The Los Angeles Basin is a coastal plain between the Santa Monica Mountains to the north, the Puente Hills and Whittier faults to the east, the Palos Verdes Peninsula and Pacific Ocean to the west, and the Santa Ana Mountains and San Joaquin Hills to the south. The Los Angeles Basin is located in the northern portion of the Peninsular Ranges geomorphic province and is a northwest-trending alluviated lowland plain, sometimes called the Coastal Plain of Los Angeles. The basin is underlain by a deep structural depression which has been filled by both marine and continental sedimentary deposits, which rest on a basement complex of presumably igneous and metamorphic composition (Yerkes, et al., 1965). The basement surface within the central portion of the basin extends to a maximum depth of 32,000 feet below sea level. The prominent structural features within the Los Angeles Basin include the central lowland plain, the uplifted Palos Verdes Hills, and the northwest trending line of low hills and mesas (underlain by the Newport-Inglewood Fault Zone).

4. GEOLOGIC MATERIALS

Based on our field investigation and published geologic maps of the area, the site is underlain by marine and continental sediments of the Pleistocene Age Lakewood Formation generally consisting of poorly consolidated

sand, silt and gravel extending greater than 200 feet below the existing ground surface (California Department of Water Resources, 1961). Detailed stratigraphic profiles are provided in the excavation logs in Appendix A.

4.1 Artificial Fill

Various amounts of artificial fill were found throughout the area of the proposed development. The fill was observed in our field explorations to a maximum depth of 3 feet below existing ground surface. The artificial fill generally consists of dark brown silty sand with varied amounts of construction debris. The artificial fill is characterized as slightly moist and medium dense. The fill is likely the result of past grading and demolition activities at the site. Deeper fill may exist between excavations and in other portions of the site that were not directly explored.

4.2 Lakewood Formation

The artificial fill is underlain by marine and continental sediments of the Pleistocene Age Lakewood Formation. These deposits generally consist of brown silty sand. The soils are primarily slightly moist to moist and medium dense to dense and become denser with increased depth.

5. GROUNDWATER

Based on a review of the California Division of Mines and Geology (CDMG) Seismic Hazard Evaluation of the Inglewood 7.5-Minute Quadrangle (CDMG, 1998), the historic high groundwater level beneath the site is between approximately 47 feet below the ground surface. Groundwater information presented in the referenced document is generated from data collected in the early 1900's to present. Based on current groundwater basin management practices, it is unlikely that groundwater levels will ever exceed the historic high levels. The California Division of Mines and Geology changed its official name to the California Geological Survey. The above referenced report was prepared prior to the name change.

The Los Angeles County Department of Public Works maintains various wells in the vicinity of the subject site. Well No. 1346B is located approximately 0.45 miles southwest of the site (LADPW, 2010). Review of the monitoring data between 1934 and 1991 for Well No. 1346B indicates that the depth to groundwater has fluctuated between 85.8 and 205.0 feet beneath the ground surface (LADPW, 2010). The most recent groundwater level measurement for Well No. 1346B was measured in April 1991 at a depth of 188.0 feet below the existing ground surface (LADPW, 2010).

Groundwater was not encountered during our current field explorations, which were excavated to a maximum depth of 15½ feet below the ground surface. However, it is not uncommon for groundwater levels to vary seasonally or for groundwater conditions to develop where none previously existed, especially in impermeable fine-grained soils which are subjected to excessive irrigation or precipitation. Proper surface drainage of

irrigation and precipitation will be critical to future performance of the project. Recommendations for drainage are provided in the *Surface Drainage* (see Section 7.20).

6. GEOLOGIC HAZARDS

6.1 Surface Fault Rupture

The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (formerly known as California Division of Mines and Geology (CDMG)) for the Alquist-Priolo Earthquake Fault Zone Program (Hart, 1999). By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years), but has had no known Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. The site, however, is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The faults in the vicinity of the site are shown in Figure 3, Regional Fault Map.

The nearest active surface fault rupture to the site is the Newport-Inglewood Fault Zone located approximately 1.4 miles to the northeast (CDMG, 1986). Other nearby active faults are the Palos Verdes Hills Fault Zone, the Santa Monica Fault, the Redondo Canyon Fault and the Hollywood Fault located approximately 7.2 miles southwest, 8.5 miles north-northwest, 8.8 miles southwest and 11 miles north of the site, respectively (Ziony and Jones, 1989). The active San Andreas Fault Zone is located approximately 44 miles northeast of the site.

The closest potentially active fault to the site is the Charnock Fault located approximately 3.2 miles northwest of the site (Ziony and Jones, 1989). Other nearby potentially active faults are the Overland Fault, the MacArthur Park Fault and the Coyote Pass Fault located approximately 3.4 miles north-northwest, 9.7 miles northeast and 10½ miles northeast of the site, respectively (Ziony and Jones, 1989).

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The October 1, 1987 M_w 5.9 Whittier Narrows earthquake, and the January 17, 1994 M_w 6.7 Northridge earthquake were a result of movement on the buried thrust faults. These thrust faults are not exposed at the surface and do not present a potential surface fault rupture hazard; however, these active features are capable of generating future earthquakes.

6.2 Seismicity

As with all of Southern California, the site has experienced historic earthquakes from various regional faults. The seismicity of the region surrounding the site was formulated based on research of an electronic database of earthquake data. The epicenters of recorded earthquakes with magnitudes equal to or greater than 4.0 within a radius of 60 miles of the site are depicted on Figure 4, Regional Seismicity Map. A number of earthquakes of moderate to major magnitude have occurred in the Southern California area within the last 100 years. A partial list of these earthquakes is included in the following table. List of Historic Earthquakes

Earthquake (Oldest to Youngest)	Date of Earthquake	Magnitude	Distance to Epicenter (Miles)	Direction to Epicenter
Lake Elsinore area	May 15, 1910	6.0	57	ESE
San Jacinto-Hemet area	April 21, 1918	6.8	79	E
Near Redlands	July 23, 1923	6.3	63	E
Long Beach	March 10, 1933	6.4	31	SE
Tehachapi	July 21, 1952	7.5	83	NW
San Fernando	February 9, 1971	6.6	33	N
Whittier Narrows	October 1, 1987	5.9	18	NE
Sierra Madre	June 28, 1991	5.8	30	NE
Landers	June 28, 1992	7.3	111	ENE
Big Bear	June 28, 1992	6.4	89	ENE
Northridge	January 17, 1994	6.7	22	NW
Hector Mine	October 16, 1999	7.1	127	NE

The site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

6.3 Estimation of Peak Ground Accelerations

The seismic exposure of the site may be investigated in two ways. The deterministic approach recognizes the Maximum Earthquake, which is the theoretical maximum event that could occur along a fault. The deterministic method assigns a maximum earthquake to a fault derived from formulas that correlate the length and other characteristics of the fault trace to the theoretical maximum magnitude earthquake. The probabilistic method considers the probability of exceedance of various levels of ground motion and is calculated by consideration of risk contributions from regional faults.

6.3.1 Deterministic Analysis

Table 1 provides a list of known faults within a 60 mile radius of the site. The maximum earthquake magnitude is indicated for each fault. In order to measure the distance of known faults to the site, the computer program *EQFAULT*, (Blake, 2000), was utilized.

Principal references used within *EQFAULT* in selecting faults to be included are Jennings (1994), Anderson (1984) and Wesnousky (1986). For this investigation, the ground motion generated by maximum earthquakes on each of the faults is assumed to attenuate to the site per the attenuation relation by Sadigh et al. (1997). The resulting calculated peak horizontal accelerations at the site are indicated on Table 1. These values are one standard deviation above the mean.

Using this methodology, the maximum earthquake resulting in the highest peak horizontal accelerations at the site would be a magnitude 7.1 event on the Newport-Inglewood Fault Zone. Such an event would be expected to generate peak horizontal accelerations at the site of 0.73g.

While listing of peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the site.

The site could be subjected to moderate to severe ground shaking in the event of a major earthquake on any of the faults referenced above or other faults in Southern California. With respect to seismic shaking, the site is considered comparable to the surrounding developed area.

6.3.2 Probabilistic Analysis

The computer program *FRISKSP* (Blake, 2000) was used to perform a site-specific probabilistic seismic hazard analysis. The program is a modified version of *FRISK* (McGuire, 1978) that models faults as lines to evaluate site-specific probabilities of exceedance for given horizontal accelerations for each line source. Geologic parameters not included in the deterministic analysis are included in this analysis. The program operates under the assumption that the occurrence rate of earthquakes on each mapped Quaternary Fault is proportional to the faults' slip rate. The program accounts for fault rupture length as a function of earthquake magnitude, and site acceleration estimates are made using the earthquake magnitude and closest distance from the site to the rupture zone.

Uncertainty in each of following are accounted for: (1) earthquake magnitude, (2) rupture length for a given magnitude, (3) location of the rupture zone, (4) maximum magnitude of a given earthquake, and (5) acceleration at the site from a given earthquake along each fault. After calculating the expected accelerations from all earthquake sources, the program then calculates the total average annual expected number of occurrences of the

site acceleration greater than a specified value. Attenuation relationships suggested by Sadigh et al. (1997) were utilized in the analysis.

The Maximum Considered Earthquake Ground Motion (MCE) is the level of ground motion that has a 2 percent chance of exceedance in 50 years, with a statistical return period of 2,500 years. According to 2010 California Building Code and ASCE 7-05, the MCE is to be utilized for the design of critical structures such as schools and hospitals.

The Design-Basis Earthquake Ground Motion (DBE) is the level of ground motion that has a 10 percent chance of exceedance in 50 years, with a statistical return period of 475 years. The DBE is typically used for the design of non-critical structures. Based on the computer program *FRISKSP* (Blake, 2000), the MCE and DBE is expected to generate motions at the site of approximately 0.42g and 0.66g, respectively. Graphical representation of the analysis is presented on Figure 5.

6.4 Seismic Design Criteria

The following table summarizes site-specific design criteria obtained from the 2010 California Building Code (CBC; Based on the 2009 International Building Code [IBC]), Chapter 16 Structural Design, Section 1613 Earthquake Loads. The values were derived using the computer program Seismic Hazard Curves and Uniform Hazard Response Spectra, provided by the USGS. The short spectral response uses a period of 0.2 second.

**TABLE
CBC SEISMIC DESIGN PARAMETERS**

Parameter	Value	2010 CBC Reference
Site Class	D	Table 1613.5.2
Spectral Response – Class B (short), S_S	1.644g	Figure 1613.5(3)
Spectral Response – Class B (1 sec), S_1	0.628g	Figure 1613.5(4)
Site Coefficient, F_a	1.0	Table 1613.5.3(1)
Site Coefficient, F_v	1.5	Table 1613.5.3(2)
Maximum Considered Earthquake Spectral Response Acceleration (short), S_{MS}	1.644g	Section 1613.5.3 (Eqn 16-36)
Maximum Considered Earthquake Spectral Response Acceleration – (1 sec), S_{M1}	0.942g	Section 1613.5.3 (Eqn 16-37)
5% Damped Design Spectral Response Acceleration (short), S_{DS}	1.096g	Section 1613.5.4 (Eqn 16-38)
5% Damped Design Spectral Response Acceleration (1 sec), S_{D1}	0.628g	Section 1613.5.4 (Eqn 16-39)

Conformance to the criteria in the above table for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The intent of the code is “Life Safety,” not to completely prevent damage to the structure, since such design may be economically prohibitive.

6.5 Liquefaction Potential

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the “Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California” requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

According to the State of California Seismic Hazard Zone, Inglewood Quadrangle Map (CDMG, 1999), the site is not located within an area identified as having a potential for liquefaction. Furthermore, a review of the County of Los Angeles Seismic Safety Element (Leighton, 1990) indicates that the site is not located in an area designated as “liquefiable”.

As stated previously, the historically highest depth to groundwater at the site is approximately 47 feet beneath the existing ground surface. The soils encountered during exploration are generally dense. Based on these considerations, it is our opinion that the potential for liquefaction of the site soils is very low. Further, no surface manifestations of liquefaction are expected at the subject site.

6.6 Seismically-Induced Settlement

Dynamic compaction of dry and loose sands may occur during a major earthquake. Typically, settlements occur in thick beds of such soils. Based on the relatively dense nature of the Pleistocene Age Lakewood Formation, appreciable seismically-induced settlements are not anticipated subsequent to the recommended grading.

6.7 Landslides

According to the Los Angeles County Seismic Safety Element (Leighton, 1990), the site is not located within an area identified as having a potential for slope instability. Additionally, according to the California Geological Survey (1998), the site is not located within an area identified as having a potential for seismic slope instability. The site and surrounding vicinity is generally sloping gently to the south. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. We do not consider the potential for a landslide to be a hazard to this project.

6.8 Earthquake-Induced Flooding

Earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. A review of the Los Angeles County Seismic Safety Element (Leighton, 1990), indicates that the site is not located within the inundation boundaries of upgradient dams or reservoirs. The probability of earthquake-induced flooding is considered very low.

6.9 Tsunamis and Seiches

The site is not located within a coastal area. Therefore, tsunamis, seismic sea waves, are not considered a significant hazard at the site.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Flooding from a seismically-induced seiche is considered unlikely.

The site is in an area of minimal flooding potential (Zone X) as defined by the Federal Insurance Administration (FEMA).

6.10 Oil Fields & Methane

Based on a review of the California Division of Oil, Gas and Geothermal Resources (DOGGR) Oil and Gas Well Location Map W1-6, the site is not located within the boundaries of an oilfield. No oil wells are located in the immediate vicinity of the site. However, due to the voluntary nature of record reporting by the oil well drilling companies, wells may be improperly located or not shown on the location map. Other wells could be encountered during construction. Any wells encountered will need to be properly abandoned in accordance with the current requirements of the DOGGR.

The site is not located within the boundaries of a known oil field; therefore, the potential for the presence of methane is considered low. However, should it be determined that a methane study is required for the proposed development it is recommended that a qualified methane consultant be retained to perform the study and provide mitigation measures as necessary.

6.11 Subsidence

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The area surrounding the site is not within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site.

7. CONCLUSIONS AND RECOMMENDATIONS

7.1 General

- 7.1.1 It is our opinion that neither soil nor geologic conditions were encountered during the investigation that would preclude the construction of the proposed renovation and addition provided the recommendations presented herein are followed and implemented during construction.
- 7.1.2 The depth of fill encountered during site exploration was observed to be variable. Artificial fill was encountered to a maximum depth of 3 feet. The existing fill is believed to be the result of past grading and/or construction activities, and deeper fill may exist in other areas of the site that were not directly explored. It is our opinion that the existing fill, in its present condition, is not suitable for direct support of proposed foundations, slab-on-grade, paving, or additional fill. The existing fill and site soils are suitable for re-use as engineered fill provided the recommendations in the *Grading* section of this report are followed (see Section 7.5).
- 7.1.3 Demolition of the existing structures and improvements occupying the site is anticipated to disturb the upper few feet of existing site soils. Furthermore, due to the presence of existing structures occupying the footprint area of the proposed structure, the extents of any artificial fill underlying the existing structures could not be established as a part of this investigation. However, the Client should be aware that all existing artificial fill or disturbed soils intended for support of proposed improvements will be required to be excavated and properly compacted prior to construction of proposed improvements.
- 7.1.4 Where excess capacity remains, existing foundations may be utilized to support the new loads associated with the proposed renovation improvements. However, if proposed loads are greater than existing loads or where necessary, new conventional spread foundations deriving support in either newly placed engineered fill or the competent Lakewood deposits found at or below a depth of 1½ feet may be utilized.
- 7.1.5 Based on these considerations, as a minimum, it is recommended that the upper 1½ feet of existing site soils in the proposed structure addition footprint areas be excavated and properly compacted for foundation and slab-on-grade support. Deeper excavation should be conducted as necessary to remove all encountered artificial fill or unsuitable Lakewood deposits at the direction of the Geocon representative. Where excavation and compaction is to be conducted, the excavation should extend laterally a minimum distance of three feet beyond the building footprint area or for a distance equal to the depth of fill below the foundation, whichever is greater. Recommendations for earthwork are provided in the *Grading* section of this report (see Section 7.5).

- 7.1.6 Subsequent to the recommended grading, it is recommended that the proposed building additions be supported on a conventional foundation system deriving support in newly placed engineered fill or the competent Lakewood formation found at or below a depth of 1½ feet below the ground surface. It is the intent of the Geotechnical Engineer to allow foundations to derive support in both engineered fill and undisturbed Lakewood deposits for this project, if conditions warrant such an occurrence. The building slab-on-grade may derive support in the newly placed engineered fill subsequent to the recommended grading.
- 7.1.7 Where new foundations are constructed immediately adjacent to existing foundations, the new foundation should be deepened to match or exceed the depth of the existing foundation to prevent a surcharge on the existing foundation. In addition, performing open excavations adjacent to and deeper than the existing foundation could potentially remove lateral support and/or undermine the existing foundations. Excavation for construction of new foundations immediately adjacent to existing foundations may require special excavation measures such as trench shoring in order to maintain lateral support of the existing adjacent foundation. Slot cutting methods may also be utilized. Recommendations for temporary excavations are provided in see Section 7.16.
- 7.1.8 Where a proposed foundation will be deeper than an existing adjacent foundation, the proposed foundation must be designed to resist the surcharge imposed by the existing foundation. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation.
- 7.1.9 Foundations for small outlying structures, such as block walls less than 6 feet in height, planter walls or trash enclosures, which will not be tied-in to the proposed structures, may be supported on conventional foundations bearing on a minimum of 12 inches of newly placed engineered fill. Where excavation and compaction cannot be performed, foundations may bear in the Lakewood deposits found at or below a depth of 18 inches. If the soils exposed in the excavation bottom are soft, compaction of the soft soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker and must be observed and approved by a Geocon representative.
- 7.1.10 Where new paving is to be placed, it is recommended that all existing fill and soft soils be excavated and properly compacted for paving support. The client should be aware that excavation and compaction of all existing fill and soft soils in the area of new paving is not required; however, paving constructed over existing uncertified fill or unsuitable Lakewood deposits may experience increased settlement and/or cracking, and may therefore have a shorter design life and increased maintenance costs. As a minimum, the upper twelve inches of subgrade soil should be scarified and properly compacted for paving support. Paving recommendations are provided in *Preliminary Pavement Recommendations* section of this report (see Section 7.13).

- 7.1.11 Based on the results of percolation testing performed at the site, as well as the relatively dense older alluvial soils at the subject site, a storm water infiltration system is not recommended for this project. It is recommended that storm water be retained, filtered, and discharged in accordance with the requirements of the local governing agency. The results of the percolation testing are discussed in Section 7.19.
- 7.1.12 Once the design and foundation loading configuration proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. If the proposed building loads will exceed those presented herein, the potential for settlement should be reevaluated by this office.
- 7.1.13 Any changes in the design, location or elevation of improvements, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

7.2 Mandatory Building Code Statement

- 7.2.1 This statement is made in accordance with Section 111 of the County of Los Angeles Building Code. It is the opinion of this office, based on the findings of this investigation, provided our recommendations are followed and properly maintained, (1) the proposed development will be safe for its intended use against hazard from landslide, settlement or slippage and (2) the proposed grading and development will have no adverse effect on the stability of the site or adjoining properties.

7.3 Soil and Excavation Characteristics

- 7.3.1 The in-situ soils can be excavated with moderate effort using conventional excavation equipment. Some caving should be anticipated in unshored excavations, especially where granular soils are encountered.
- 7.3.2 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable OSHA rules and regulations to maintain safety and maintain the stability of adjacent existing improvements.
- 7.3.3 All onsite excavations must be conducted in such a manner that potential surcharges from existing structures, construction equipment, and vehicle loads are resisted. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation or vehicle load. Penetrations below this 1:1 projection will require special excavation measures such as sloping and possibly shoring. Excavation recommendations are provided in the *Temporary Excavations* section of this report (see Section 7.16).

7.3.4 The upper five feet of existing site soils encountered during this investigation are considered to have a “very low” expansive potential (EI=8); and the soils are classified as “non-expansive” based on the 2010 California Building Code (CBC) Section 1803.5.3. Recommendations presented herein assume that the building foundations and slabs will derive support in these materials.

7.4 Minimum Resistivity, pH and Water-Soluble Sulfate

7.4.1 Potential of Hydrogen (pH) and resistivity testing as well as chloride content testing were performed on representative samples of the upper five feet of soil to generally evaluate the corrosion potential to surface utilities. The tests were performed in accordance with California Test Method Nos. 643 and 422 and indicate that a potential for corrosion of buried ferrous metals exists on site. The results are presented in Appendix B (Figure B7) and should be considered for design of underground structures.

7.4.2 Laboratory tests were performed on representative samples of the site materials to measure the percentage of water-soluble sulfate content. Results from the laboratory water-soluble sulfate tests are presented in Appendix B (Figure B7) and indicate that the on-site materials possess “negligible” sulfate exposure to concrete structures as defined by 2010 CBC Section 1904.3 and ACI 318-08 Section 4.2 and 4.3.

7.4.3 Geocon West, Inc. does not practice in the field of corrosion engineering or mitigation. If corrosion sensitive improvements are planned, it is recommended that a corrosion engineer be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils.

7.5 Grading

7.5.1 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer and geotechnical engineer in attendance. Special soil handling requirements can be discussed at that time.

7.5.2 Earthwork should be observed, and compacted fill tested by representatives of Geocon West, Inc. The existing fill and Lakewood formation deposits encountered during exploration are suitable for re-use as an engineered fill, provided any encountered oversized material (greater than six inches) and any encountered deleterious debris are removed.

7.5.3 Grading should commence with the removal of all existing vegetation and existing improvements from the area to be graded. Deleterious debris such as wood and root structures should be exported from the site and should not be mixed with the fill soils. Asphalt and concrete should not be mixed with the fill soils unless approved by the Geotechnical Engineer. All existing underground

improvements planned for removal should be completely excavated and the resulting depressions properly backfilled in accordance with the procedures described herein. Once a clean excavation bottom has been established it must be approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.) prior to placing fill.

- 7.5.4 As a minimum, it is recommended that the upper 1½ feet of existing site soils within the proposed building addition footprint areas be excavated and properly compacted for foundation and slab support. Deeper excavation should be conducted as necessary to completely remove all encountered deeper artificial fill, any soils disturbed during demolition activities, or soft or unsuitable Lakewood deposits at the direction of the Geotechnical Engineer (a representative of Geocon). The excavation should extend laterally a minimum of three feet beyond the building footprint area or for a distance equal to the depth of fill below the foundation, whichever is greater. The excavation bottom must be observed and approved by the Geotechnical Engineer (a representative of Geocon) prior to placing and compacting fill. If soils exposed at the bottom of the excavation are determined to be soft or disturbed, additional removals may be required at the direction of the Geotechnical Engineer.
- 7.5.5 All fill and backfill soils should be placed in horizontal loose layers approximately 6 to 8 inches thick, moisture conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition).
- 7.5.6 All imported fill shall be observed, tested and approved by Geocon West, Inc. prior to use as backfill. Rocks larger than six inches in diameter shall not be used in the fill. If necessary, import soils to be used in the building pad areas should have an expansion index less than 20 and corrosivity characteristics that are equally or less detrimental to that of the existing onsite soils (see Figure B7).
- 7.5.7 Where new paving is to be placed, it is recommended that all existing fill and soft Lakewood deposits be excavated and properly compacted for paving support. As a minimum, the upper twelve inches of subgrade soil should be scarified and compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition). The client should be aware that excavation and compaction of all soft or disturbed soils in the area of new paving is not required; however, paving constructed over existing unsuitable alluvial soils may experience increased settlement and/or cracking, and may therefore have a shorter design life and increased maintenance costs. Paving recommendations are provided in *Preliminary Pavement Recommendations* section of this report (see Section 7.13).
- 7.5.8 Utility trenches should be properly backfilled in accordance with the requirements of the Green Book (latest edition). The pipe should be bedded with clean sands (Sand Equivalent greater than 30) to a depth of at least one foot over the pipe. The use of gravel is not acceptable unless used in conjunction with filter fabric to maintain a separation between the gravel and earth. The remainder of the trench

backfill may be derived from onsite soil or approved import soil, compacted as necessary, until the required compaction is obtained.

7.5.9 Foundations for small outlying structures, such as property line walls less than 6 feet in height, planter walls or trash enclosures, which will not be tied-in to the proposed structures, may be supported on conventional foundations bearing on a minimum of 12 inches of newly placed engineered fill. Where excavation and compaction is not desirable or cannot be performed, such as adjacent to property lines, foundations may bear in the undisturbed Lakewood deposits found at or below a depth of 1½ feet below the ground surface. If the soils exposed in the excavation bottom are soft, compaction of the soft soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker and must be observed and approved by a Geocon representative.

7.5.10 All excavation bottoms must be observed and approved by the Geotechnical Engineer (a representative of Geocon), prior to placing fill, steel, gravel or concrete.

7.6 Shrinkage

7.6.1 Shrinkage results when a volume of material removed at one density is compacted to a higher density. A shrinkage factor between 0 and 5 percent should be anticipated when excavating and compacting the upper few feet of existing earth materials on the site to an average relative compaction of 92 percent.

7.7 Existing Foundations

7.7.1 Plans depicting the foundation system of the existing structures were not made available for our review; and it is our understanding that due to the age of the existing structure, building plans are not anticipated to become available.

7.7.2 During the site investigation, the foundation for the existing building was exposed in Test Pit 1. The existing foundation was observed to derive support in the undisturbed Lakewood deposits. The observed foundation dimensions are provided on Figure A-7. The allowable bearing capacities presented below are based on the observed footing dimensions and material in which the footings derive support, as well as the laboratory test results.

EXCAVATION	FOOTING DEPTH (IN.)	*FOOTING WIDTH (IN.)	FOOTING EMBEDMENT BELOW GROUND SURFACE (IN.)	ALLOWABLE BEARING CAPACITY (PSF)
TP1	10	15+	31	2,500

*Footing width assumed 15 inches.

7.7.3 The project structural engineer should evaluate the existing foundations, existing building loads and proposed improvement loads. Where excess capacity remains, the existing foundations may be utilized for support of the proposed improvements. However, if the new loads imposed are greater than the loads currently supported by existing foundations, then it is recommended that new foundations be utilized. Adding heavier loads to existing foundations could induce settlements on the existing foundations which could be detrimental to existing structural connections. Furthermore, where proposed foundations are to be situated immediately adjacent to existing foundations, structural separation between the existing and proposed foundations should be considered to minimize potential damage resulting from new settlements. Recommendations for new foundations are provided in the following section.

7.8 New Foundation Design

7.8.1 Subsequent to the recommended grading, the proposed building additions and improvements may be supported on conventional foundations deriving support in newly placed engineered fill and/or the competent alluvial soils found at or below a depth of 1½ feet below the existing ground surface. It is the intent of the Geotechnical Engineer to allow foundations to derive support in both engineered fill and undisturbed alluvium for this project, if conditions warrant such an occurrence.

7.8.2 Proposed foundations that are situated immediately adjacent to existing foundations should be deepened as necessary to match the depth of the existing foundation. Where a proposed foundation will be deeper than an existing foundation it must be designed to resist the surcharge imposed by the existing foundation. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation.

7.8.3 If the Lakewood formation deposits exposed in the excavation bottom are soft or become soft, deeper excavations into competent Lakewood formation will be required prior to placing steel or concrete and must be approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.).

7.8.4 Where proposed foundations will be situated immediately adjacent to existing foundations, the magnitude of settlement between existing and proposed foundations should be carefully considered by the project structural engineer. The magnitude of settlement in the new foundation should determine whether the existing and proposed foundations can be joined, or whether a structural separation should be maintained.

7.8.5 In order to minimize settlements to less than ¼ inch between existing and proposed foundations, a reduced bearing capacity is being recommended for proposed foundations that will be joined to existing foundations. Continuous footings may be designed for an allowable bearing capacity of 1,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the

lowest adjacent grade, and 12 inches into the recommended bearing material. Isolated spread foundations may be designed for an allowable bearing capacity of 2,000 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing material. The soil bearing pressures above may be increased by 250 psf and 500 psf for each additional foot of foundation width and depth, up to the maximum allowable soil bearing pressure of 2,500 pounds per square foot in order to minimize settlements to less than ¼ inch.

- 7.8.6 Where settlements up to ½ inch are allowed a maximum allowable soil bearing pressure of 3,000 psf may be utilized. Continuous footings deriving support in the recommended bearing material may be designed for an allowable bearing capacity of 2,000 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing material. Isolated spread foundations deriving support in the recommended bearing material may be designed for an allowable bearing capacity of 2,500 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing material. The soil bearing pressure above may be increased by 250 psf and 500 psf for each additional foot of foundation width and depth, respectively, up to a maximum allowable soil bearing pressure of 3,000 psf.
- 7.8.7 If depth increases are utilized for the exterior wall footings, this office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary. The allowable bearing pressure may be increased by up to one-third for transient loads due to wind or seismic forces.
- 7.8.8 Continuous footings should be reinforced with four No. 4 steel reinforcing bars, two placed near the top of the footing and two near the bottom. Reinforcement for spread footings should be designed by the project structural engineer.
- 7.8.9 The above foundation dimensions and minimum reinforcement recommendations are based on soil conditions and building code requirements only, and are not intended to be used in lieu of those required for structural purposes.
- 7.8.10 No special subgrade presaturation is required prior to placement of concrete. However, the slab and foundation subgrade should be sprinkled as necessary; to maintain a moist condition as would be expected in any concrete placement.
- 7.8.11 Foundation excavations should be observed by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to the placement of reinforcing steel and concrete to verify that the

excavations and exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required.

- 7.8.12 This office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.

7.9 Miscellaneous Foundations

- 7.9.1 Foundations for small outlying structures, such as property line walls less than 6 feet in height, planter walls or trash enclosures, which will not be tied-in to the proposed structures, may be supported on conventional foundations bearing on a minimum of 12 inches of newly placed engineered fill. Where excavation and compaction is not desirable or cannot be performed, such as adjacent to property lines, foundations may bear in the undisturbed Lakewood formation deposits at or below a depth of 1½ feet below the ground surface, and should be deepened as necessary to maintain a minimum 12 inch embedment into the competent Lakewood deposits. Miscellaneous foundations may be designed for a bearing value of 1,500 pounds per square foot, and should be a minimum of 12 inches in width, 24 inches in depth below the lowest adjacent grade and 12 inches into the recommended bearing material. Should the soils exposed in the excavation bottom be soft, compaction of the soft soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker. As an alternative, excavations should be deepened as necessary to extend into satisfactory soils.

- 7.9.2 Foundation excavations should be observed by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to the placement of reinforcing steel and concrete to verify that the excavations and exposed soil conditions are consistent with those anticipated.

7.10 Foundation Settlement

- 7.10.1 The maximum expected static settlement for a structure supported on a conventional foundation system in the recommended bearing material is estimated to be between ¼ and ½ inch and is dependent upon the bearing pressure utilized as indicated in the *Foundation Design* section above. The settlement is expected to occur below the heaviest loaded structural element. Settlement of the foundation system is expected to occur on initial application of loading. Settlement between existing and proposed foundations is anticipated to be less than ½ inch.

- 7.10.2 Once the design and foundation loading configurations for the proposed improvements proceeds to a more finalized plan, the estimated settlements presented in this report should be reviewed and revised, if necessary. If the final foundation loading configurations are greater than the assumed loading conditions, the potential for settlement should be reevaluated by this office.

7.11 Lateral Design

- 7.11.1 Resistance to lateral loading may be provided by friction acting at the base of foundations, slabs and by passive earth pressure. An allowable coefficient of friction of 0.40 may be used with the dead load forces in the undisturbed Lakewood deposits and newly compacted engineered fill.
- 7.11.2 Passive earth pressure for the sides of foundations and slabs poured against newly placed engineered fill and undisturbed Lakewood deposits may be computed as an equivalent fluid having a density of 300 pounds per cubic foot with a maximum earth pressure of 3,000 pounds per square foot. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third.

7.12 Concrete Slabs-on-Grade

- 7.12.1 Concrete slabs-on-grade subject to vehicle loading should be designed in accordance with the recommendations in the *Pavement Recommendations* section of this report (Section 7.13).
- 7.12.2 Subsequent to the recommended grading, concrete slabs-on-grade for the structure, not subject to vehicle loading, should be a minimum of 4-inches thick and minimum slab reinforcement should consist of No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions. Steel reinforcing should be positioned vertically near the slab midpoint.
- 7.12.3 Slabs that may receive moisture-sensitive floor coverings or may be used to store moisture-sensitive materials should be underlain by a vapor retarder placed directly beneath the slab. The vapor retarder and acceptable permeance should be specified by the project architect or developer based on the type of floor covering that will be installed. The vapor retarder design should be consistent with the guidelines presented in Section 9.3 of the American Concrete Institute's (ACI) *Guide for Concrete Slabs that Receive Moisture-Sensitive Flooring Materials* (ACI 302.2R-06) and should be installed in general conformance with ASTM E 1643-98 and the manufacturer's recommendations.
- 7.12.4 For seismic design purposes, a coefficient of friction of 0.40 may be utilized between concrete slabs and subgrade soils without a moisture barrier, and 0.15 for slabs underlain by a moisture barrier.
- 7.12.5 Exterior slabs, not subject to traffic loads, should be at least 4 inches thick and reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions, positioned near the slab midpoint. Prior to construction of slabs, the upper 12 inches of subgrade should be moisture conditioned to near content and properly compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition). Crack control joints should be spaced at intervals not greater than 10 feet and should be constructed using saw-cuts or other methods as soon as practical

following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. The project structural engineer should design construction joints as necessary.

- 7.12.6 The recommendations of this report are intended to reduce the potential for cracking of slabs due to settlement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

7.13 Preliminary Pavement Recommendations

- 7.13.1 Where new paving is to be placed, it is recommended that all existing fill and soft Lakewood deposits be excavated and properly compacted for paving support. The client should be aware that excavation and recompaction of all existing artificial fill and soft soils in the area of new paving is not required; however, paving constructed over existing uncertified fill or soft soils may experience increased settlement and/or cracking, and may therefore have a shorter design life and increased maintenance costs. As a minimum, the upper twelve inches of paving subgrade should be scarified and properly compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition).
- 7.13.2 The following pavement sections are based on an assumed R-Value of 45. Once site grading activities are complete an R-Value should be obtained by laboratory testing to confirm the properties of the soils serving as paving subgrade, prior to placing pavement. Pavement thicknesses were determined following procedures outlined in the *California Highway Design Manual* (Caltrans). It is anticipated that the majority of traffic will consist of automobile traffic.

PRELIMINARY PAVEMENT DESIGN SECTIONS

Location	Estimated Traffic Index (TI)	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)
Automobile Parking	3.5	3	4
Driveways	5	3	6
Trash Truck & Fire Lanes	7	4	8

- 7.13.3 Asphalt concrete should conform to Section 203-6 of the “*Standard Specifications for Public Works Construction*” (Green Book). Class 2 aggregate base materials should conform to Section 26-1.02A of the “*Standard Specifications of the State of California, Department of Transportation*” (Caltrans). Crushed Miscellaneous Base should conform to Section 200-2.4 of the “*Standard Specifications for Public Works Construction*” (Green Book).
- 7.13.4 Unless specifically designed and evaluated by the project structural engineer, where concrete paving will be utilized for support of vehicles, it is recommended that the concrete be a minimum of 6 inches thick and reinforced with No. 3 steel reinforcing bars placed 24 inches on center in both horizontal directions. Concrete paving supporting vehicular traffic should be underlain by a minimum of 4 inches of aggregate base and a properly compacted subgrade. The subgrade and base material should be compacted to at 95 percent relative compaction as determined by ASTM Test Method D 1557 (latest edition).
- 7.13.5 The performance of pavements is highly dependent upon providing positive surface drainage away from the edge of pavements. Ponding of water on or adjacent to the pavement will likely result in saturation of the subgrade materials and subsequent cracking, subsidence and pavement distress. If planters are planned adjacent to paving, it is recommended that the perimeter curb be extended at least 12 inches below the bottom of the aggregate base to minimize the introduction of water beneath the paving.

7.14 Retaining Wall Design

- 7.14.1 The recommendations presented below are generally applicable to the design of rigid concrete or masonry retaining walls having a maximum height of 5 feet. In the event that walls significantly higher than 5 feet are planned, Geocon should be contacted for additional recommendations.
- 7.14.2 Retaining wall foundations may be designed in accordance with the recommendations provided in the *Foundation Design* section of this report (see Section 7.8).
- 7.14.3 Retaining walls with a level backfill surface that are not restrained at the top should be designed utilizing a triangular distribution of pressure (active pressure) of 30 pcf.
- 7.14.4 Restrained walls are those that are not allowed to rotate more than $0.001H$ (where H equals the height of the retaining portion of the wall in feet) at the top of the wall. Where walls are restrained from movement at the top or no movement is desired, walls may be designed utilizing a triangular distribution of pressure (at-rest pressure) of 50 pcf.
- 7.14.5 The wall pressures provided above assume that the retaining wall will be properly drained preventing the buildup of hydrostatic pressure. If retaining wall drainage is not implemented, the equivalent fluid

pressure to be used in design of undrained walls is 80 pcf. The value includes hydrostatic pressures plus buoyant lateral earth pressures.

- 7.14.6 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures and should be designed for each condition as the project progresses.

7.15 Retaining Wall Drainage

- 7.15.1 Retaining walls should be provided with a drainage system extended at least two-thirds the height of the wall. At the base of the drain system, a subdrain covered with a minimum of 12 inches of gravel should be installed, and a compacted fill blanket or other seal placed at the surface (see Figure 6). The clean bottom and subdrain pipe, behind a retaining wall, should be observed by the Geotechnical Engineer (a representative of Geocon), prior to placement of gravel or compacting backfill.

- 7.15.2 As an alternative, a plastic drainage composite such as Miradrain or equivalent may be installed in continuous, 4-foot wide columns along the entire back face of the wall, at 8 feet on center. The top of these drainage composite columns should terminate approximately 18 inches below the ground surface, where either hardscape or a minimum of 18 inches of relatively cohesive material should be placed as a cap (see Figure 7). These vertical columns of drainage material would then be connected at the bottom of the wall to a one-cubic-foot rock pocket or collection strip drained by a 4-inch subdrain pipe.

- 7.15.3 Moisture affecting below grade walls is one of the most common post-construction complaints. Poorly applied or omitted waterproofing can lead to efflorescence or standing water. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage through any normal shrinkage cracks which may develop in the walls, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.

7.16 Temporary Excavations

- 7.16.1 Excavations up to 5 feet in vertical height could be required during grading activities and during excavation of foundations. The excavations are expected to expose artificial fill and granular Lakewood formation deposits, which are suitable for vertical excavations up to five feet in height where not surcharged by adjacent traffic or structures.
- 7.16.2 Vertical excavations greater than 5 feet will require sloping measures in order to provide a stable excavation. It is anticipated that sufficient space is available to complete the required earthwork for

this project using sloping measures. However, continuous vertical excavation adjacent to and which extend below existing foundations could remove vertical and lateral support from the existing footings and are not recommended. Slot cutting or shoring will be required where proposed excavation will be deeper than an existing adjacent foundation. Recommendations for both excavation methods are provided in the following sections.

- 7.16.3 Where sufficient space is available, temporary unsurcharged embankments could be sloped back at a uniform 1:1 slope gradient or flatter. A uniform slope does not have a vertical portion.
- 7.16.4 Where sloped embankments are utilized, the top of the slope should be barricaded to prevent vehicles and storage loads at the top of the slope within a horizontal distance equal to the height of the slope. If the temporary construction embankments are to be maintained during the rainy season, berms are suggested along the tops of the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. Our personnel should inspect the soils exposed in the cut slopes during excavation so that modifications of the slopes can be made if variations in the soil conditions occur. All excavations should be stabilized within 30 days of initial excavation.

7.17 Slot Cutting

- 7.17.1 The slot-cutting method employs the earth as a buttress and allows the earth excavation to proceed in phases. The initial excavation is made at a slope of 1:1. Alternate "A" slots of 8 feet may be worked. The remaining earth buttresses ("B" and "C" slots) should be 8 feet in width. The wall, foundation, or backfill should be completed in the "A" slots before the "B" slots are excavated. After completing the wall, foundation, or backfill in the "B" slots, finally the "C" slots may be excavated. If preferable to the contractor A-B slot-cutting may also be utilized. Slot-cutting is not recommended for vertical excavations greater than 5 feet in height or where surcharged by more than 1,800 pounds per linear foot. A slot-cut calculation is provided on the following page.

Slot Cut Calculation

Input:

Height of Slots (H) 5.0 feet

Unit Weight of Soils (γ) 125.0 pcf

Friction Angle of Soils (ϕ) 34.0 degrees

Cohesion of Soils (c) 180.0 psf

Factor of Safety (FS) 1.25

Factor of Safety = Resistance Force/Driving Force 1.5

Coefficient of Lateral Earth Pressure At-Rest K_o 0.5

Surcharge Pressure:

Line Load (q_L) 1800.0 psf

Distance Away from Edge of Excavation (X) 0.0 feet

Design Equations

$$b = H/(\tan \alpha)$$

$$A = 0.5 * H * b$$

$$W = 0.5 * H * b * \gamma \text{ (per lineal foot of slot width)}$$

$$F_1 = d * W * (\sin \alpha) * (\cos \alpha)$$

$$F_2 = d * L$$

$$R_1 = d * [W * (\cos^2 \alpha) * (\tan \phi) + (c * b)]$$

$$R_2 = 2 * \Delta F$$

$$\Delta F = A * [1/3 * \gamma * H * K_o * (\tan \phi) + c]$$

FS = Resistance Force/Driving Force

$$FS = (R_1 + R_2) / (F_1 + F_2)$$

Failure Angle (a) degrees	Base Width of Failure Wedge (b) feet	Area of Failure Wedge (A) feet ²	Weight of Failure Wedge (W) lbs/lineal foot	Driving Force Wedge + Surcharge per lineal foot of Slot Width	Resisting Force Failure Wedge per lineal foot of Slot Width	Resisting Force Side Resistance Force (ΔF) lbs	Allowable Width of Slots* (d) feet
45	5.0	13	1562.5	1681.3	2034.0	3128.3	5.0
46	4.8	12	1508.9	1653.4	1946.1	3020.9	5.0
47	4.7	12	1457.1	1624.6	1861.1	2917.2	5.0
48	4.5	11	1406.9	1594.7	1778.8	2816.7	5.0
49	4.3	11	1358.3	1563.8	1699.3	2719.4	5.0
50	4.2	10	1311.1	1531.9	1622.2	2624.9	5.0
51	4.0	10	1265.3	1499.2	1547.7	2533.2	5.0
52	3.9	10	1220.8	1465.5	1475.5	2444.1	5.0
53	3.8	9	1177.4	1431.0	1405.6	2357.3	5.0
54	3.6	9	1135.2	1395.8	1337.9	2272.8	5.0
55	3.5	9	1094.1	1359.8	1272.4	2190.4	5.0
56	3.4	8	1053.9	1323.1	1209.0	2110.0	5.0
57	3.2	8	1014.7	1285.7	1147.6	2031.5	5.0
58	3.1	8	976.4	1247.7	1088.3	1954.8	5.0
59	3.0	8	938.8	1209.1	1030.8	1879.7	5.0
60	2.9	7	902.1	1170.0	975.3	1806.1	5.0
61	2.8	7	866.1	1130.5	921.6	1734.0	5.0
62	2.7	7	830.8	1090.5	869.6	1663.3	5.0
63	2.5	6	796.1	1050.2	819.5	1593.9	5.0
64	2.4	6	762.1	1009.5	771.1	1525.8	5.0
65	2.3	6	728.6	968.5	724.3	1458.7	5.0
66	2.2	6	695.7	927.3	679.2	1392.8	5.0
67	2.1	5	663.2	886.0	635.7	1327.9	5.0
68	2.0	5	631.3	844.5	593.8	1263.9	5.0
69	1.9	5	599.8	802.9	553.4	1200.8	5.0
70	1.8	5	568.7	761.3	514.5	1138.6	5.0

*Width of Slots to achieve a minimum of 1.5 Factor of Safety, with a Maximum Allowable Slot Width of 8-feet.

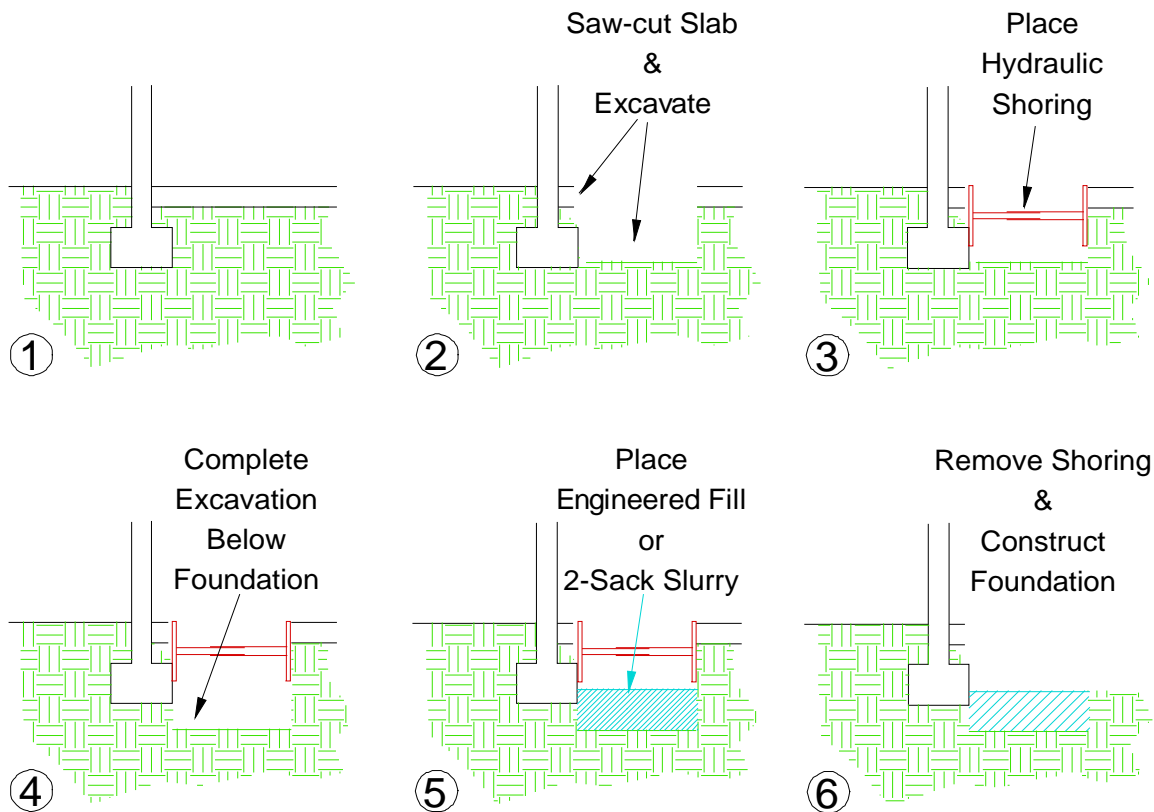
Critical Slot Width with Factor of Safety equal or exceeding 1.5:

$$d_{allow} = 5.0 \text{ feet}$$

7.18 Shoring

7.18.1 As an alternative to slot cutting; hydraulic trench shoring may be implemented where excavations will extend below existing foundations. The excavation may be conducted adjacent to the foundation but should not extend below the foundation until the shoring is installed. Once shoring is installed the excavation can be completed and backfilled. As an alternative to placing and compacting soil, two-

sack slurry may be utilized. Once the backfill is placed to an elevation that is slightly above the bottom of the existing adjacent foundation, the shoring may be removed and the new foundation constructed. See illustration below.



7.19 Storm Water Infiltration

7.19.1 During the January 28, 2011 exploration program, Boring 1 was utilized to perform percolation testing. The boring was advanced to a depth of 10½ feet below existing ground surface. Slotted casing was placed in the boring, which was then filled with water to pre-saturate the soils. Subsequently, percolation testing was performed.

7.19.2 The results of the percolation testing indicated that the infiltration rate within the older alluvial soils is less than the generally accepted minimum required infiltration rate of 0.5 inches per hour.

7.19.3 Furthermore, based on the results of laboratory testing and our experience with similar soil conditions in the project vicinity, the older alluvial soils are considered well consolidated with increased density with depth.

7.19.4 Therefore, based on these considerations, a storm water infiltration system is not recommended for this project. It is suggested that storm water be retained, filtered and discharged in accordance with the requirements of the local governing agency.

7.20 Surface Drainage

7.20.1 Proper surface drainage is critical to the future performance of the project. Uncontrolled infiltration of irrigation excess and storm runoff into the soils can adversely affect the performance of the planned improvements. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the original designed engineering properties. Proper drainage should be maintained at all times.

7.20.2 All site drainage should be collected and controlled in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. The site should be graded and maintained such that surface drainage is directed away from structures in accordance with 2010 CBC 1804.3 or other applicable standards. In addition, drainage should not be allowed to flow uncontrolled over any descending slope. Discharge from downspouts, roof drains and scuppers are not recommended onto unprotected soils within five feet of the building perimeter. Planters which are located adjacent to foundations should be sealed to prevent moisture intrusion into the soils providing foundation support. Landscape irrigation is not recommended within five feet of the building perimeter footings except when enclosed in protected planters.

7.20.3 Positive site drainage should be provided away from structures, pavement, and the tops of slopes to swales or other controlled drainage structures. The building pad and pavement areas should be fine graded such that water is not allowed to pond.

7.20.4 Landscaping planters immediately adjacent to paved areas are not recommended due to the potential for surface or irrigation water to infiltrate the pavement's subgrade and base course. Either a subdrain, which collects excess irrigation water and transmits it to drainage structures, or an impervious above-grade planter boxes should be used. In addition, where landscaping is planned adjacent to the pavement, it is recommended that consideration be given to providing a cutoff wall along the edge of the pavement that extends at least 12 inches below the base material.

7.21 Plan Review

7.21.1 Grading, foundation, and, if applicable, shoring plans should be reviewed by the Geotechnical Engineer prior to finalization to verify that the plans have been prepared in substantial conformance with the recommendations of this report and to provide additional analyses or recommendations, if necessary.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon West, Inc. should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon West, Inc.
2. This report is issued with the understanding that it is the responsibility of the owner, or of his representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.
3. The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.

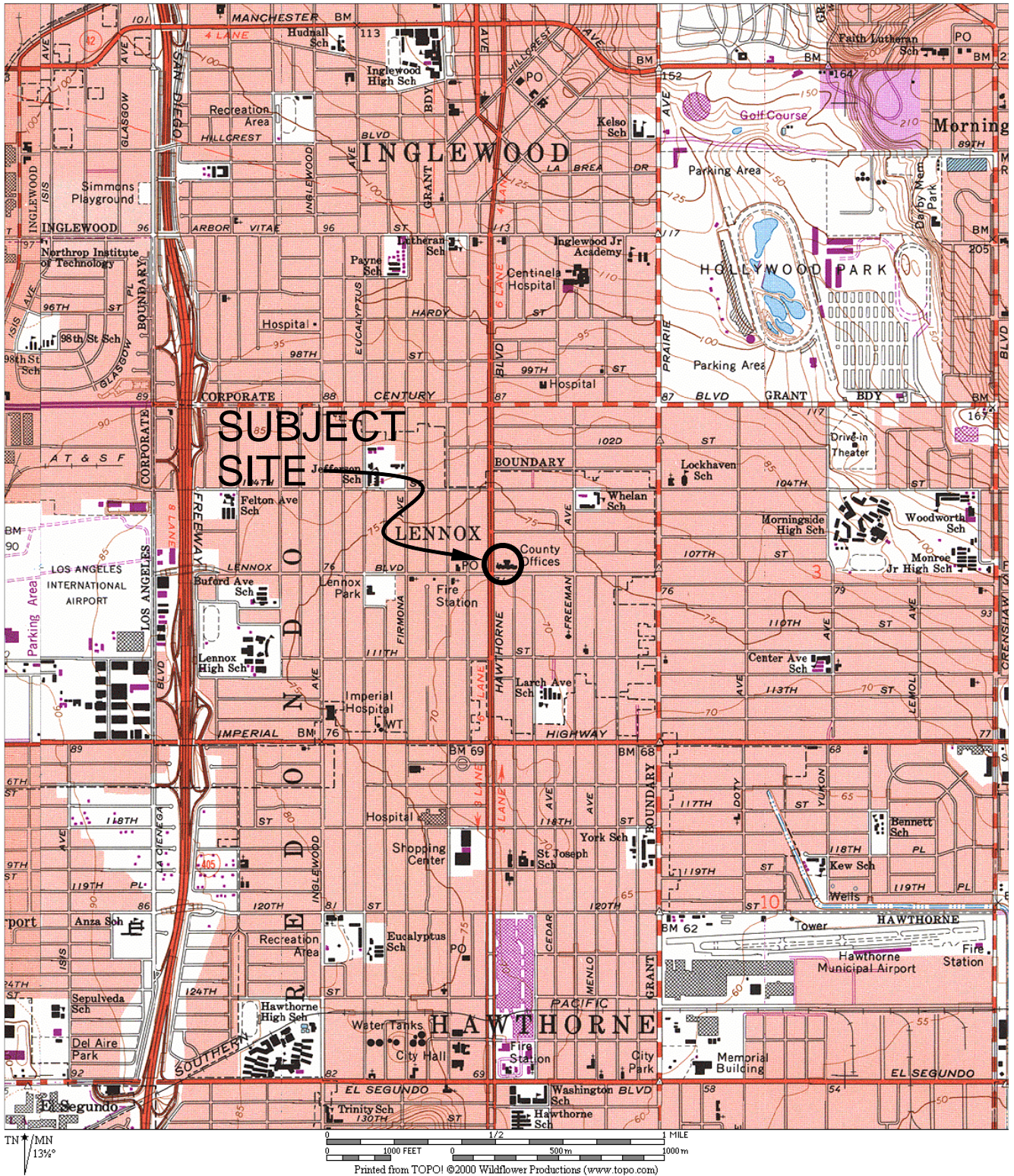
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REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, INGLEWOOD, CA QUADRANGLE



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VICINITY MAP

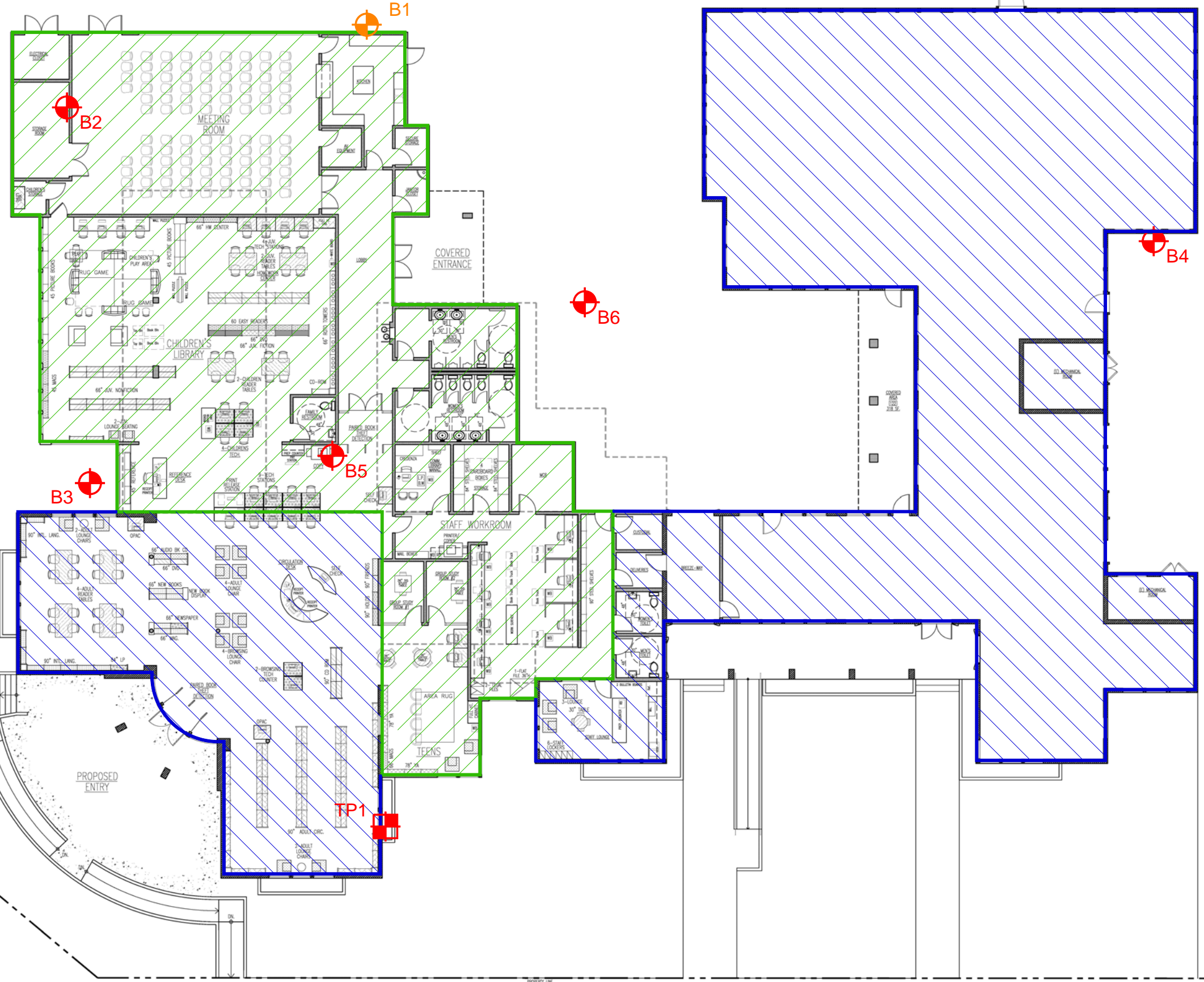
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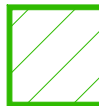
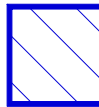
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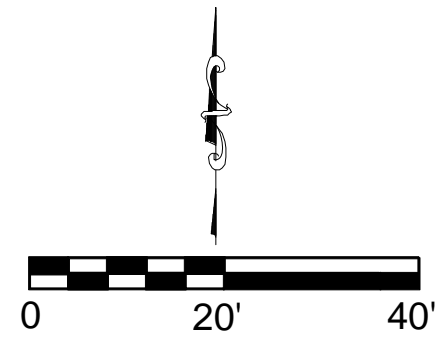
FIG. 1


"First Design Alternative"



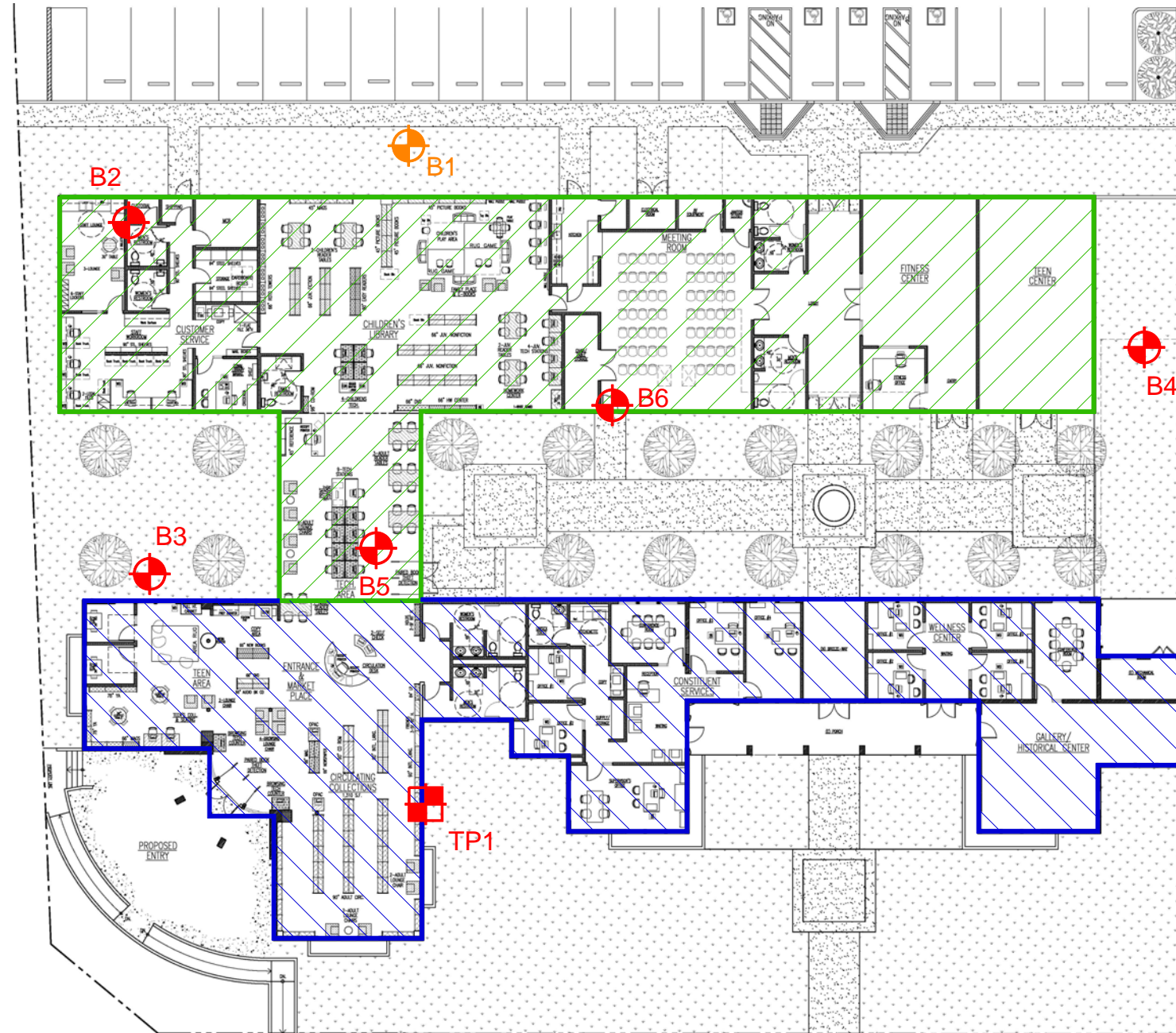
LEGEND

-  B6 Boring Location and Number
-  B1 Infiltration Boring Location and Number
-  TP1 Approximate Location of Test Pit
-  Proposed Construction
-  Existing Structure to Remain and/or be Renovated




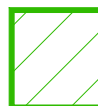
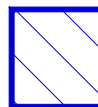


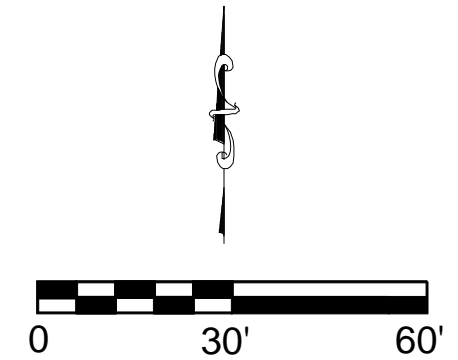
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RG	8000	
SITE PLAN		
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FEB. 2, 2011	PROJECT NO. A8559-06-41	FIG. 2a


"Second Design Alternative"



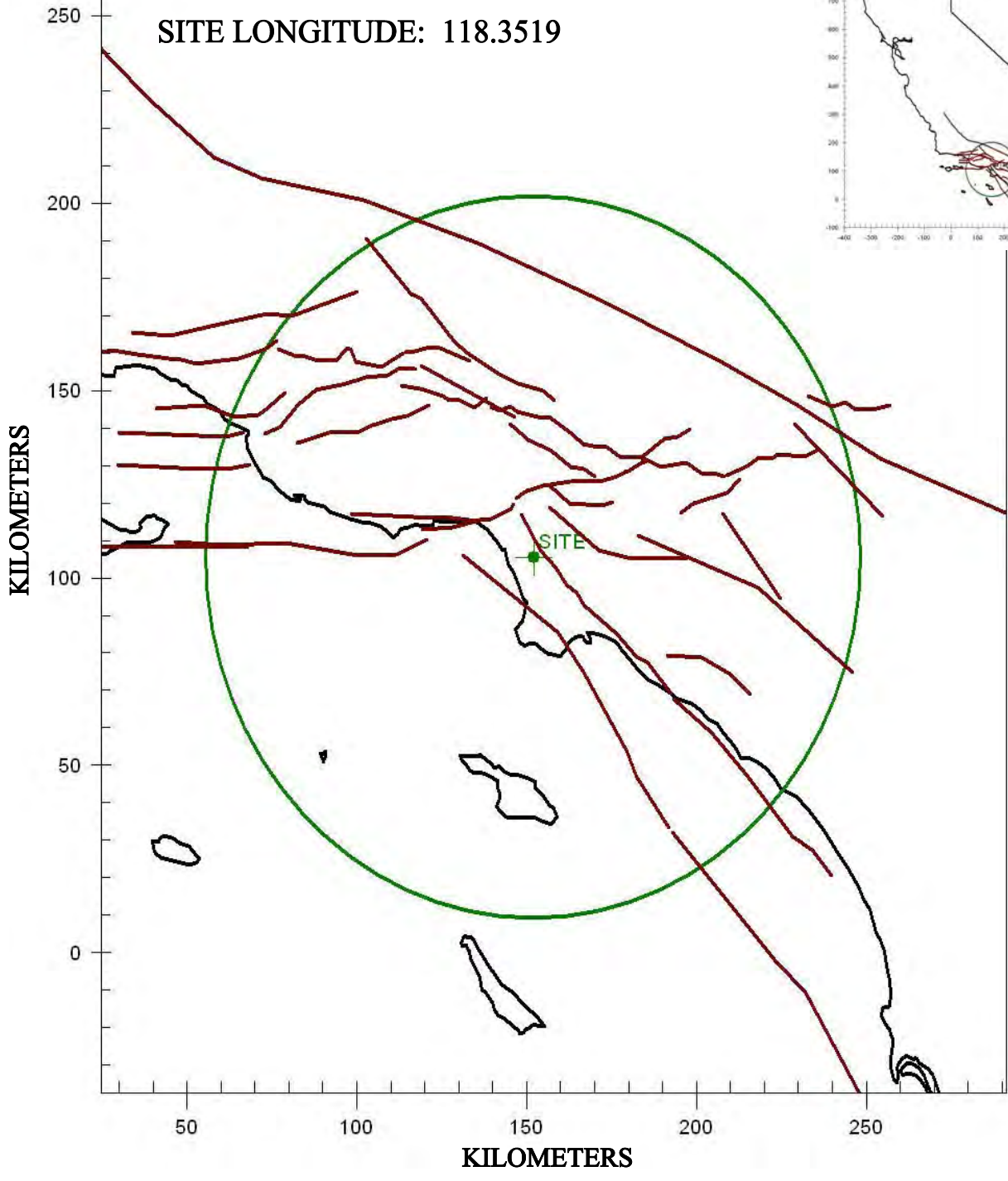
LEGEND

-  B6 Boring Location and Number
-  B1 Infiltration Boring Location and Number
-  TP1 Approximate Location of Test Pit
-  Proposed Construction
-  Existing Structure to Remain and/or be Renovated



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SITE PLAN		
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SITE LATITUDE: 33.9385
SITE LONGITUDE: 118.3519



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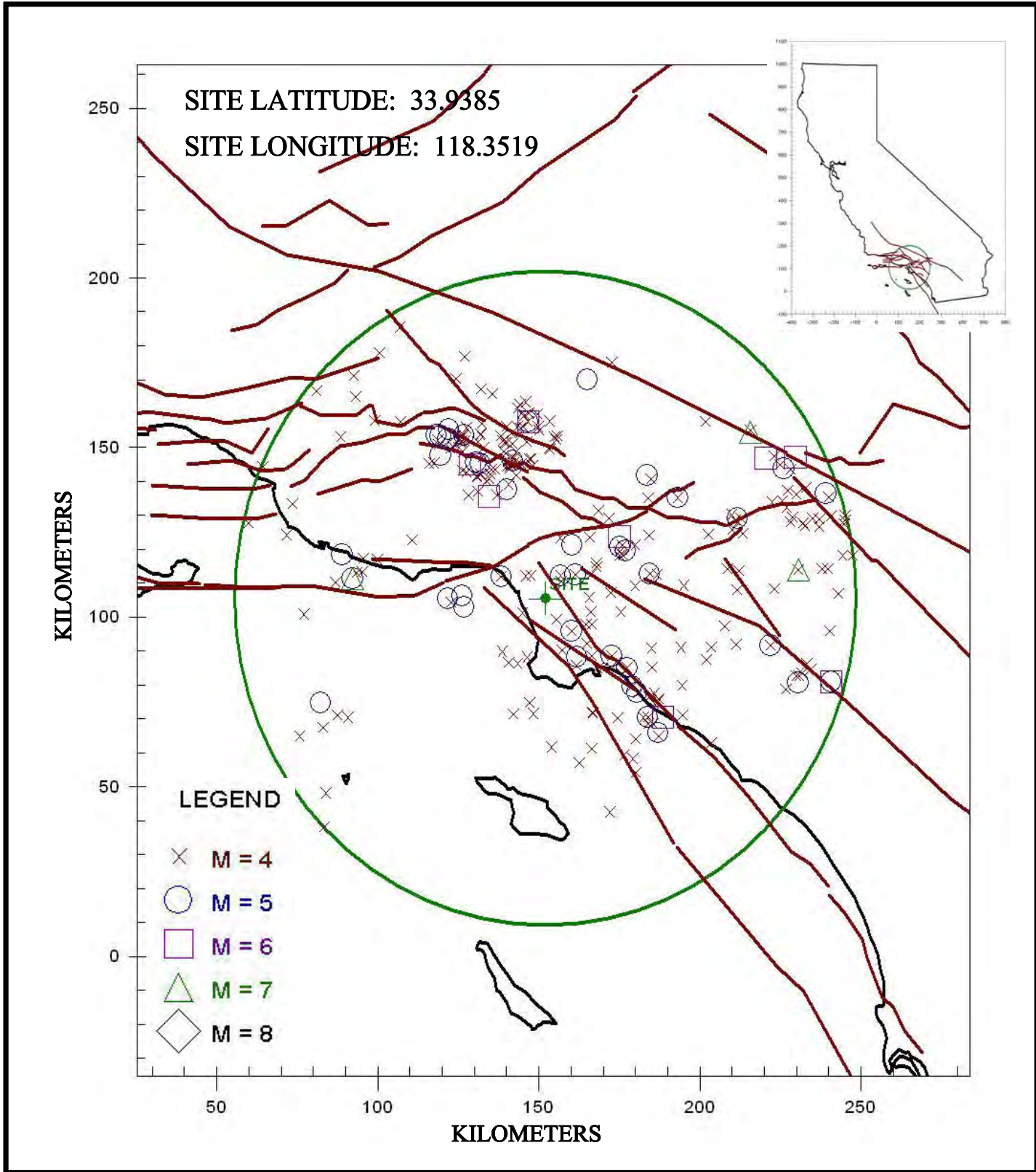
REGIONAL FAULT MAP

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FIG. 3



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CHL		8000
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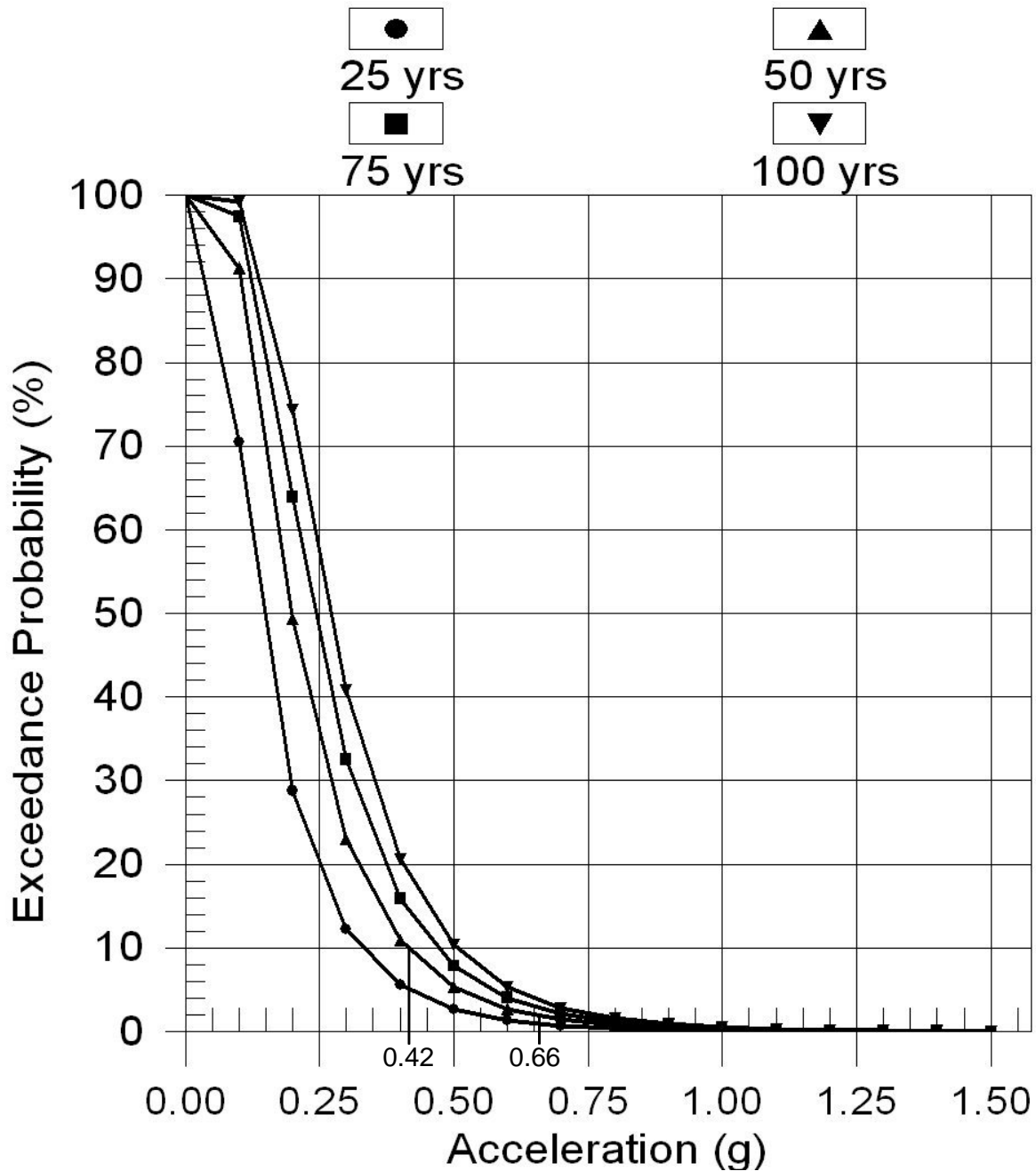
REGIONAL SEISMICITY MAP

LENNOX LIBRARY AND COMMUNITY CENTER
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FEB. 2, 2011	PROJECT NO. A8559-06-41	FIG. 4
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PROBABILITY OF EXCEEDANCE

SADIGH ET AL. (1997) DEEP SOIL 1



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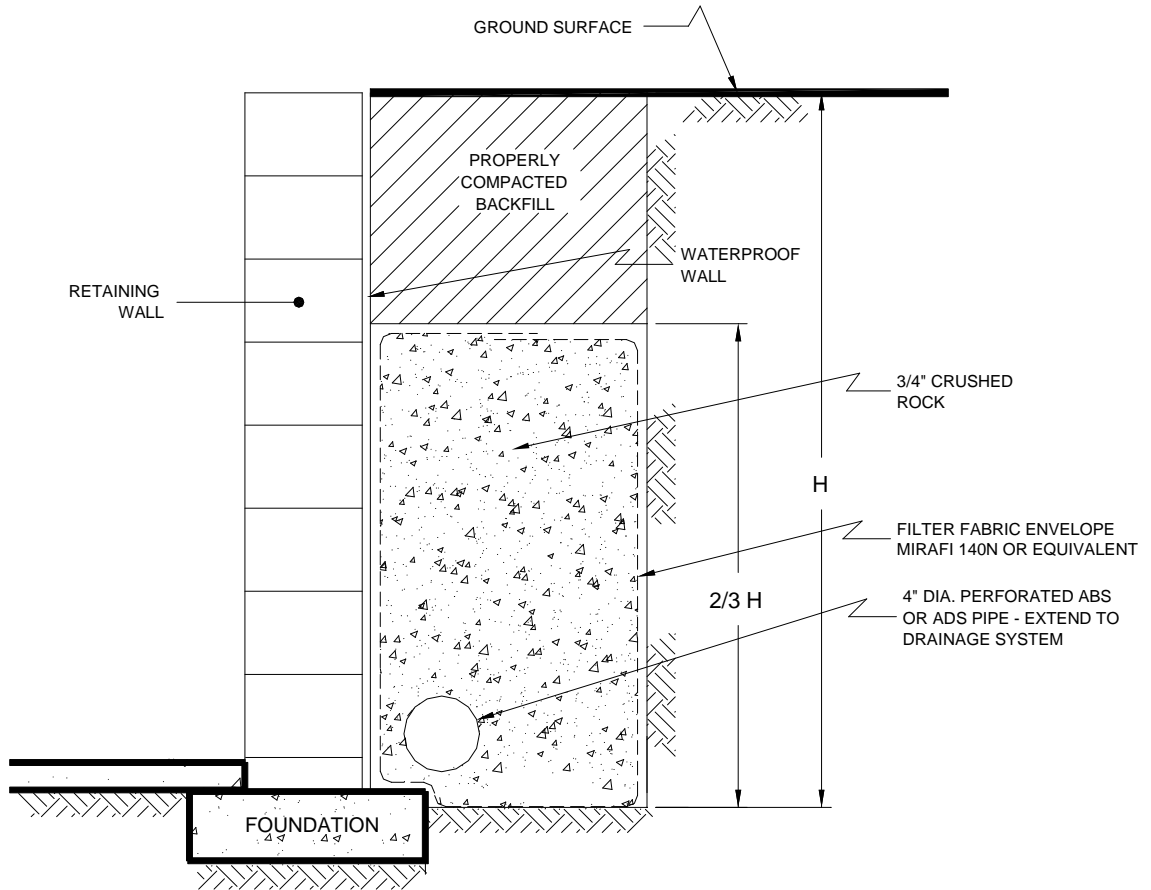
PROBABILITY OF EXCEEDANCE

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FIG. 5



NO SCALE

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RK

8000

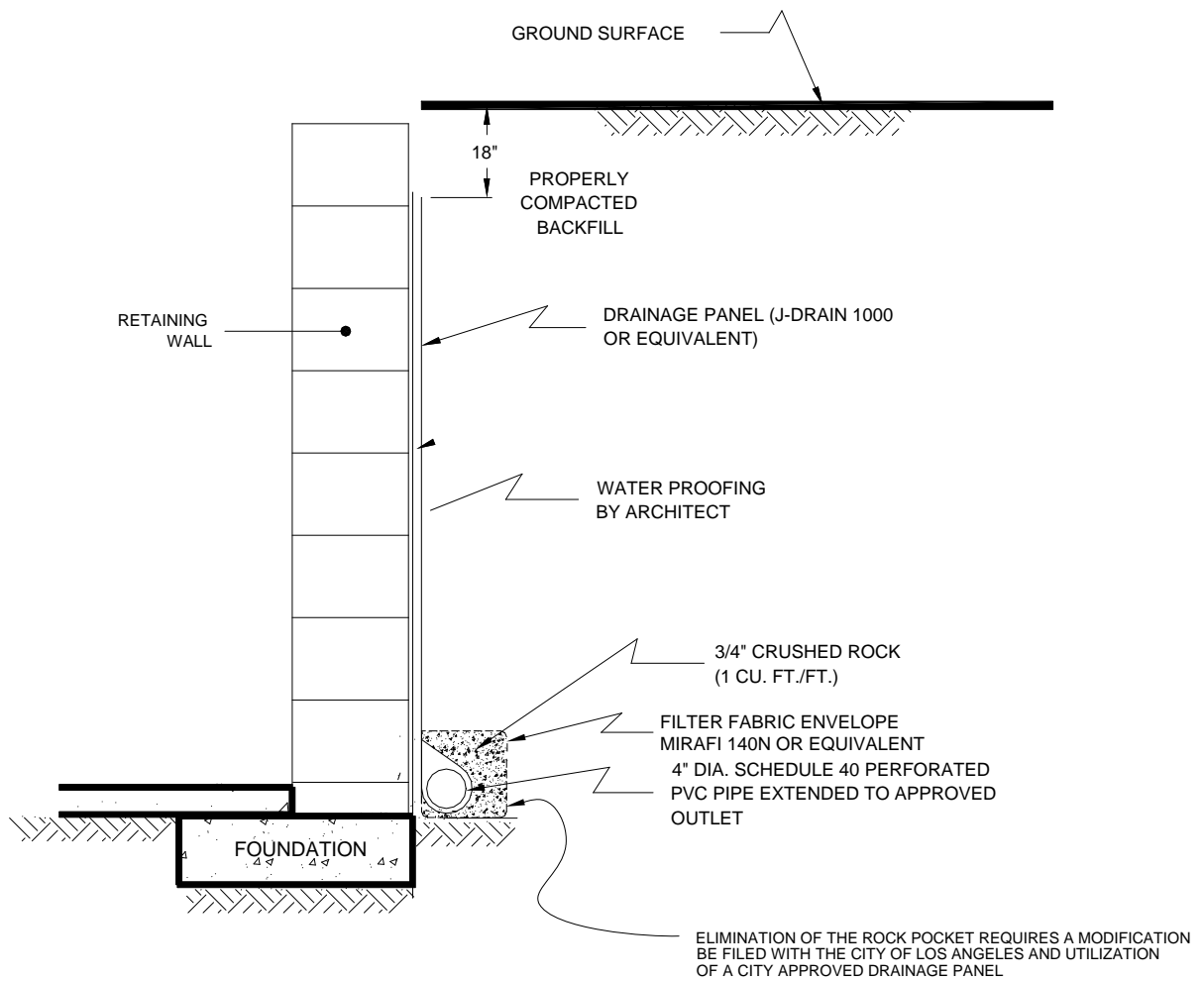
RETAINING WALL DRAIN DETAIL

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FIG. 6



NO SCALE

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RETAINING WALL DRAIN DETAIL

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PROJECT NO. A8559-06-41

FIG. 7



TABLE 1
FAULTS WITHIN 60 MILES OF THE SITE
DETERMINISTIC SITE PARAMETERS

ABBREVIATED FAULT NAME	APPROXIMATE DISTANCE		ESTIMATED MAX. EARTHQUAKE EVENT		
	mi	(km)	MAXIMUM EARTHQUAKE MAG. (Mw)	PEAK SITE ACCEL. g	EST. SITE INTENSITY MOD.MERC.
NEWPORT-INGLEWOOD (L.A.Basin)	1.7	(2.8)	7.1	0.728	XI
PALOS VERDES	7.4	(11.9)	7.3	0.478	X
PUENTE HILLS BLIND THRUST	8.9	(14.4)	7.1	0.516	X
SANTA MONICA	9.2	(14.8)	6.6	0.441	X
HOLLYWOOD	10.5	(16.9)	6.4	0.364	IX
UPPER ELYSIAN PARK BLIND THRUST	11.3	(18.2)	6.4	0.341	IX
MALIBU COAST	12.2	(19.6)	6.7	0.363	IX
RAYMOND	14.7	(23.6)	6.5	0.284	IX
VERDUGO	16.5	(26.6)	6.9	0.298	IX
WHITTIER	19.4	(31.3)	6.8	0.190	VIII
ANACAPA-DUME	19.9	(32.0)	7.5	0.341	IX
NORTHRIDGE (E. Oak Ridge)	20.5	(33.0)	7.0	0.252	IX
SIERRA MADRE	21.0	(33.8)	7.2	0.276	IX
SIERRA MADRE (San Fernando)	23.3	(37.5)	6.7	0.192	VIII
CLAMSHELL-SAWPIT	26.1	(42.0)	6.5	0.152	VIII
SAN GABRIEL	26.5	(42.7)	7.2	0.170	VIII
SANTA SUSANA	27.3	(43.9)	6.7	0.160	VIII
SAN JOSE	27.9	(44.9)	6.4	0.131	VIII
SAN JOAQUIN HILLS	29.3	(47.2)	6.6	0.139	VIII
SIMI-SANTA ROSA	31.9	(51.3)	7.0	0.156	VIII
CHINO-CENTRAL AVE. (Elsinore)	32.8	(52.8)	6.7	0.128	VIII
HOLSER	33.2	(53.4)	6.5	0.113	VII
NEWPORT-INGLEWOOD (Offshore)	34.7	(55.9)	7.1	0.118	VII
OAK RIDGE (Onshore)	36.4	(58.5)	7.0	0.134	VIII
CUCAMONGA	38.0	(61.1)	6.9	0.120	VII
ELSINORE (GLEN IVY)	41.4	(66.6)	6.8	0.079	VII
SAN CAYETANO	41.6	(67.0)	7.0	0.113	VII
SAN ANDREAS - 1857 Rupture M-2a	44.1	(70.9)	7.8	0.144	VIII
SAN ANDREAS - Whole M-1a	44.1	(70.9)	8.0	0.164	VIII
SAN ANDREAS - Mojave M-1c-3	44.1	(70.9)	7.4	0.110	VII
SAN ANDREAS - Cho-Moj M-1b-1	44.1	(70.9)	7.8	0.144	VIII
OAK RIDGE(Blind Thrust Offshore)	51.1	(82.2)	7.1	0.094	VII
CORONADO BANK	52.3	(84.2)	7.6	0.103	VII
CHANNEL IS. THRUST (Eastern)	52.6	(84.6)	7.5	0.122	VII
SAN JACINTO-SAN BERNARDINO	52.8	(85.0)	6.7	0.053	VI
SAN ANDREAS - Carrizo M-1c-2	53.3	(85.7)	7.4	0.087	VII
VENTURA - PITAS POINT	53.3	(85.7)	6.9	0.077	VII
SANTA YNEZ (East)	54.2	(87.2)	7.1	0.068	VI
SAN ANDREAS - SB-Coach. M-1b-2	54.6	(87.9)	7.7	0.105	VII
SAN ANDREAS - SB-Coach. M-2b	54.6	(87.9)	7.7	0.105	VII
SAN ANDREAS - San Bernardino M-1	54.6	(87.9)	7.5	0.091	VII
CLEGHORN	57.0	(91.8)	6.5	0.042	VI
OAK RIDGE MID-CHANNEL STRUCTURE	57.3	(92.2)	6.6	0.057	VI
M.RIDGE-ARROYO PARIDA-SANTA ANA	59.4	(95.6)	7.2	0.083	VII

44 FAULTS FOUND WITHIN THE SPECIFIED SEARCH RADIUS.
 THE NEWPORT-INGLEWOOD (L.A.Basin) FAULT IS CLOSEST TO THE SITE.
 IT IS ABOUT 1.7 MILES (2.8 km) AWAY.
 LARGEST MAXIMUM-EARTHQUAKE SITE ACCELERATION: 0.7284 g

APPENDIX A

FIELD INVESTIGATION

The site was explored on January 28, 2011 by conducting six 4-inch diameter borings and one test pit utilizing hand auger equipment and hand tools. The borings and test pit were advanced to a maximum depth of 15½ feet below the existing ground surface. Representative and relatively undisturbed samples were obtained by driving a 3 inch O. D., California Modified Sampler into the “undisturbed” soil mass with blows from a slide hammer. The California Modified Sampler was equipped with 1-inch high by 2³/₈-inch diameter brass sampler rings to facilitate removal and testing. Bulk samples were also obtained.

The soil conditions encountered in the borings were visually examined, classified and logged in general accordance with the Unified Soil Classification System (USCS). Logs of the borings and test pit are presented on Figures A-1 through A-7. The logs depict the soil and geologic conditions encountered and the depth at which samples were obtained. The approximate locations of the borings are indicated the Site Plans (see Figures 2a and 2b).

DEPTH IN FEET	SAMPLE NO>	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 1		PENETRATION RESISTANCE (BLOWS/FT)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)	
					ELEV. (MSL.) _____ DATE COMPLETED <u>01/28/2011</u>	EQUIPMENT <u>HAND AUGER</u> BY: <u>RG</u>				
MATERIAL DESCRIPTION										
0					ASPHALT: 5 inches ARTIFICIAL FILL Silty Sand, medium dense, slightly moist, dark brown, fine- to medium-grained					
2	B1@2			SM	LAKEWOOD FORMATION Silty Sand, medium dense, slightly moist, brown, fine- to medium- grained			120.9	12.3	
4					-Fine-grained					
6	B1@5				-Dense, decrease in silt content				113.5	13.3
8	B1@7				-Increase in silt content, low plasticity				118.3	13.3
10	B1@10				End at 10.5 feet. Fill to 1.5 feet. No groundwater encountered. Backfilled and tamped with soil cuttings. Capped with asphalt patch.			115.0	12.5	

Figure A1,
Log of Boring 1, Page 1 of 1

A8559-06-41 LOG BORING A1-A6.GPJ

SAMPLE SYMBOLS	... SAMPLING UNSUCCESSFUL	... STANDARD PENETRATION TEST	... DRIVE SAMPLE (UNDISTURBED)
	... DISTURBED OR BAG SAMPLE	... CHUNK SAMPLE	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED.
 IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO>	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 2		PENETRATION RESISTANCE (BLOWS/FT)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) _____ DATE COMPLETED <u>01/28/2011</u>	EQUIPMENT <u>HAND AUGER</u> BY: <u>RG</u>			
MATERIAL DESCRIPTION									
0	B2@0-3					ASPHALT: 4.5 inches			
2						ARTIFICIAL FILL Silty Sand, medium dense, slightly moist, dark brown, fine- to medium-grained			
4	B2@3			SM		ALLUVIUM Silty Sand, medium dense, moist, brown, fine- to medium-grained -Dense, slightly moist		116.4	13.9
6	B2@6							121.3	13.0
End at 6.5 feet. Fill to 1.5 feet. No groundwater encountered. Backfilled and tamped with soil cuttings. Capped with asphalt patch.									

Figure A2,
Log of Boring 2, Page 1 of 1

A8559-06-41 LOG BORING A1-A6.GPJ







SAMPLE SYMBOLS		... SAMPLING UNSUCCESSFUL		... STANDARD PENETRATION TEST		... DRIVE SAMPLE (UNDISTURBED)
		... DISTURBED OR BAG SAMPLE		... CHUNK SAMPLE		... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED.
IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO>	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 3		PENETRATION RESISTANCE (BLOWS/FT)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) _____ DATE COMPLETED <u>01/28/2011</u>	EQUIPMENT <u>HAND AUGER</u> BY: <u>RG</u>			
MATERIAL DESCRIPTION									
0	B3@0-5					ARTIFICIAL FILL			
2	B3@1					Silty Sand, medium dense, moist, dark brown, fine- to medium-grained, trace brick debris, low plasticity		119.0	13.3
4	B3@3					LAKEWOOD FORMATION			
6	B3@6					Silty Sand, medium dense, slightly moist, brown, fine- to medium-grained, low porosity		117.9	13.3
8	B3@9				SM	-Mottled dark brown to brown, no porosity		118.0	13.8
10	B3@12					-Dense		113.1	13.7
12	B3@15					-Olive brown, increase in silt content		118.8	11.8
14						-Decrease in silt content		100.3	22.3
End at 15.5 feet. Fill to 1.5 feet. No groundwater encountered. Backfilled and tamped with soil cuttings.									

**Figure A3,
Log of Boring 3, Page 1 of 1**

A8559-06-41 LOG BORING A1-A6.GPJ

SAMPLE SYMBOLS	 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
	 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO>	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 4		PENETRATION RESISTANCE (BLOWS/FT)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) _____ DATE COMPLETED <u>01/28/2011</u>	EQUIPMENT <u>HAND AUGER</u> BY: <u>RG</u>			
MATERIAL DESCRIPTION									
0	B4@0-5					ARTIFICIAL FILL Silty Sand, medium dense, slightly moist, dark brown, fine- to medium-grained, trace brick debris			
2	B4@2					LAKWOOD FORMATION Silty Sand, medium dense, slightly moist, dark brown to brown, fine- to medium-grained		124.0	12.3
4									
6	B4@5					-Dense, light brown, fine-grained,		120.2	13.3
8	B4@7			SM		-Increase in silt content		119.5	13.7
10	B4@10							119.5	13.3
12									
	B4@13							94.4	14.0
					End at 13.5 feet. Fill to 1 foot. No groundwater encountered. Backfilled and tamped with soil cuttings.				

Figure A4,
Log of Boring 4, Page 1 of 1

A8559-06-41 LOG BORING A1-A6.GPJ

SAMPLE SYMBOLS		... SAMPLING UNSUCCESSFUL		... STANDARD PENETRATION TEST		... DRIVE SAMPLE (UNDISTURBED)
		... DISTURBED OR BAG SAMPLE		... CHUNK SAMPLE		... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO>	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 5		PENETRATION RESISTANCE (BLOWS/FT)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) _____ DATE COMPLETED <u>01/28/2011</u>	EQUIPMENT <u>HAND AUGER</u> BY: <u>RG</u>			
MATERIAL DESCRIPTION									
0	B5@0-5			SM	LAKEWOOD FORMATION Silty Sand, medium dense, slightly moist, dark brown to brown, fine- to medium-grained				
2	B5@2							123.1	12.9
4	B5@5						-Dense, slightly moist, brown		115.0
					End at 5.5 feet. No fill encountered. No groundwater encountered. Backfilled and tamped with soil cuttings.				

**Figure A5,
Log of Boring 5, Page 1 of 1**

A8559-06-41 LOG BORING A1-A6.GPJ

SAMPLE SYMBOLS	... SAMPLING UNSUCCESSFUL	... STANDARD PENETRATION TEST	... DRIVE SAMPLE (UNDISTURBED)
	... DISTURBED OR BAG SAMPLE	... CHUNK SAMPLE	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED.
IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO>	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING 6		PENETRATION RESISTANCE (BLOWS/FT)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) _____ DATE COMPLETED <u>01/28/2011</u>	EQUIPMENT <u>HAND AUGER</u> BY: <u>RG</u>			
MATERIAL DESCRIPTION									
0									
2	B6@3			SM	LAKEWOOD FORMATION Silty Sand, medium dense, moist, mottled dark brown and brown, fine- to medium-grained with trace coarse-grained			120.9	14.0
4									
6	B6@6				-Dense, brown			114.9	15.9
					End at 6.5 feet. No fill encountered. No groundwater encountered. Backfilled and tamped with soil cuttings.				

**Figure A6,
Log of Boring 6, Page 1 of 1**

A8559-06-41 LOG BORING A1-A6.GPJ

SAMPLE SYMBOLS	... SAMPLING UNSUCCESSFUL	... STANDARD PENETRATION TEST	... DRIVE SAMPLE (UNDISTURBED)
	... DISTURBED OR BAG SAMPLE	... CHUNK SAMPLE	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED.
IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO>	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	TEST PIT 1		PENETRATION RESISTANCE (BLOWS/FT)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) _____ DATE COMPLETED <u>01/28/2011</u>	EQUIPMENT <u>HAND AUGER</u> BY: <u>RG</u>			
MATERIAL DESCRIPTION									
0	TP1@0-3					ASPHALT: 3 inches ARTIFICIAL FILL Silty Sand, medium dense, slightly moist, dark brown, fine- to medium-grained with trace coarse-grained			
2	TP1@3			SM		LAKWOOD FORMATION Silty Sand, dense, slightly moist, brown, fine- to medium-grained End at 3.5 feet. Fill to 3 feet. No groundwater encountered. Backfilled and tamped with soil cuttings. Capped with asphalt patch.		119.6	12.6

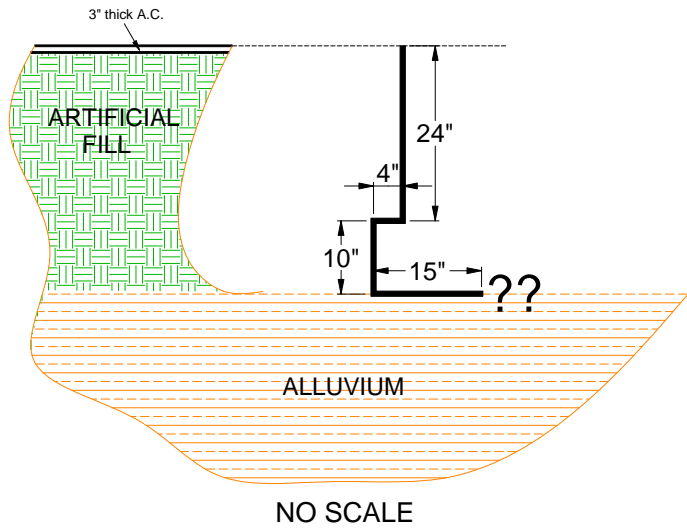


Figure A7,
Log of Test Pit 1, Page 1 of 1

A8559-06-41 LOG TEST PITS A7.GPJ

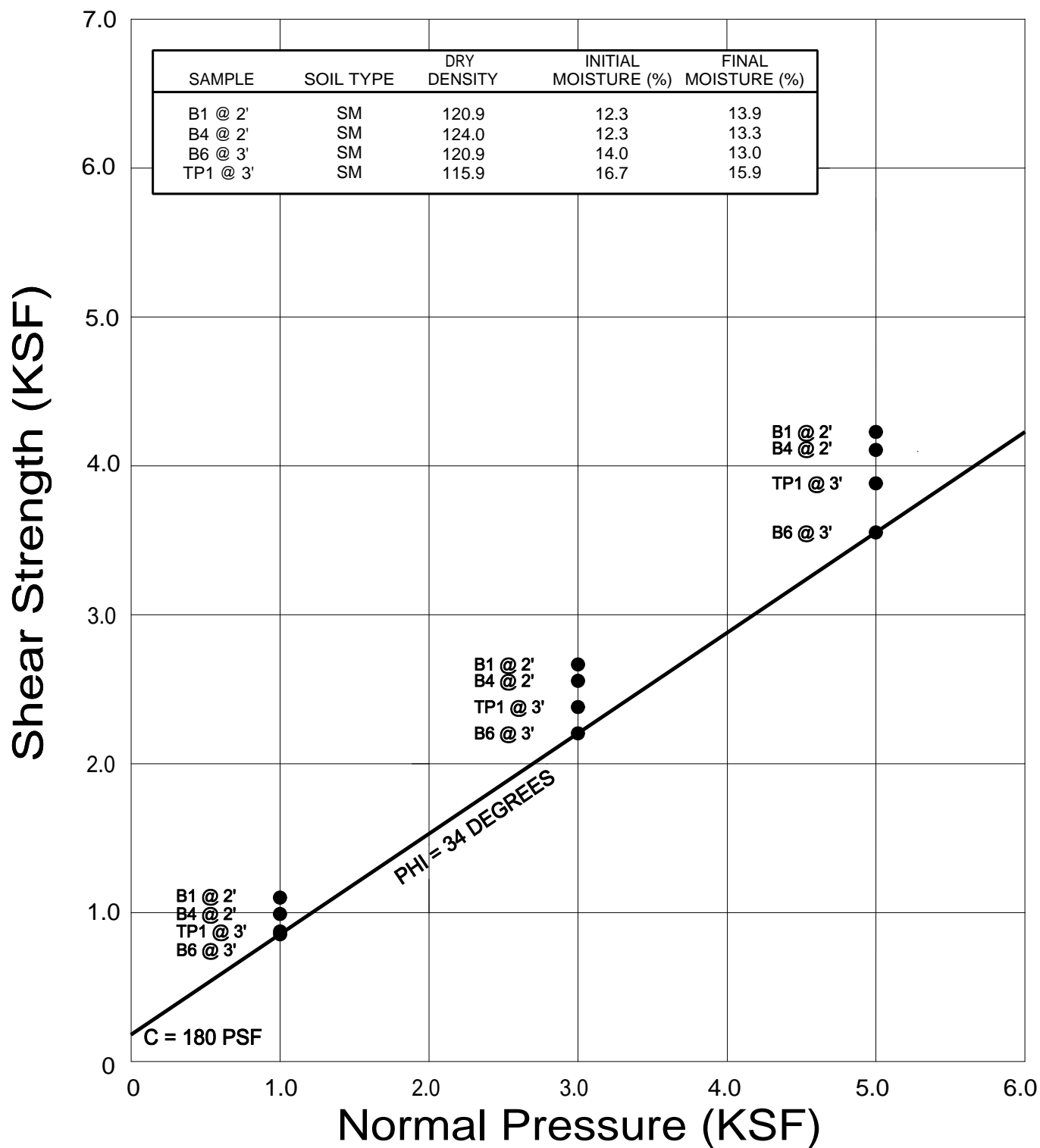
SAMPLE SYMBOLS	<input type="checkbox"/>	... SAMPLING UNSUCCESSFUL	<input type="checkbox"/>	... STANDARD PENETRATION TEST	<input checked="" type="checkbox"/>	... DRIVE SAMPLE (UNDISTURBED)
	<input checked="" type="checkbox"/>	... DISTURBED OR BAG SAMPLE	<input checked="" type="checkbox"/>	... CHUNK SAMPLE	<input type="checkbox"/>	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

APPENDIX B

LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the “American Society for Testing and Materials (ASTM)”, or other suggested procedures. Selected samples were tested for direct shear strength, consolidation and expansion characteristics, corrosivity, in-place dry density and moisture content. The results of the laboratory tests are summarized in Figures B1 through B7. The in-place dry density and moisture content of the samples tested are presented in the boring logs, Appendix A.



● Direct Shear, Saturated

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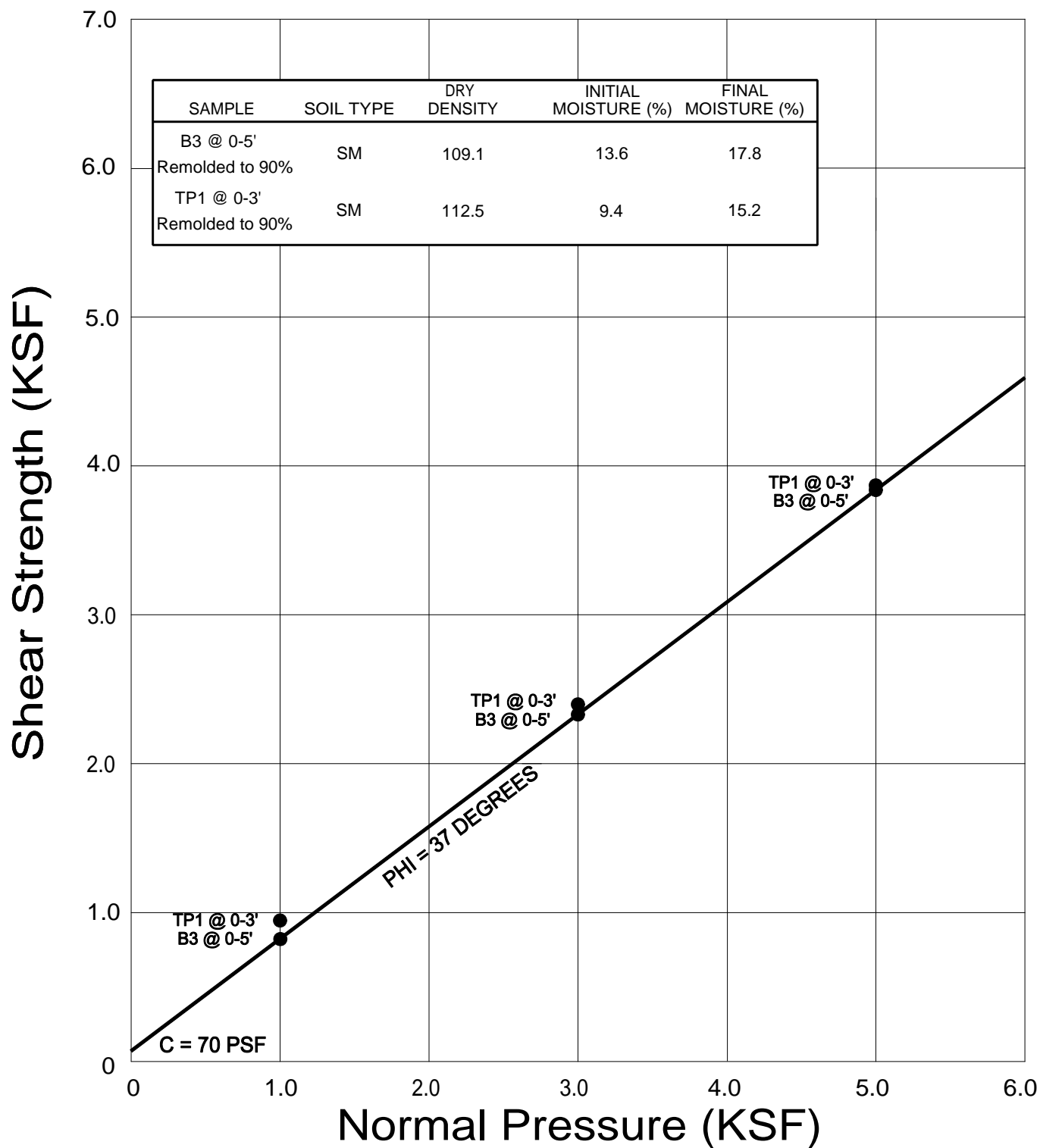
DIRECT SHEAR TEST RESULTS

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FIG. B1



SAMPLE	SOIL TYPE	DRY DENSITY	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B3 @ 0-5' Remolded to 90%	SM	109.1	13.6	17.8
TP1 @ 0-3' Remolded to 90%	SM	112.5	9.4	15.2

● Direct Shear, Saturated

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DIRECT SHEAR TEST RESULTS

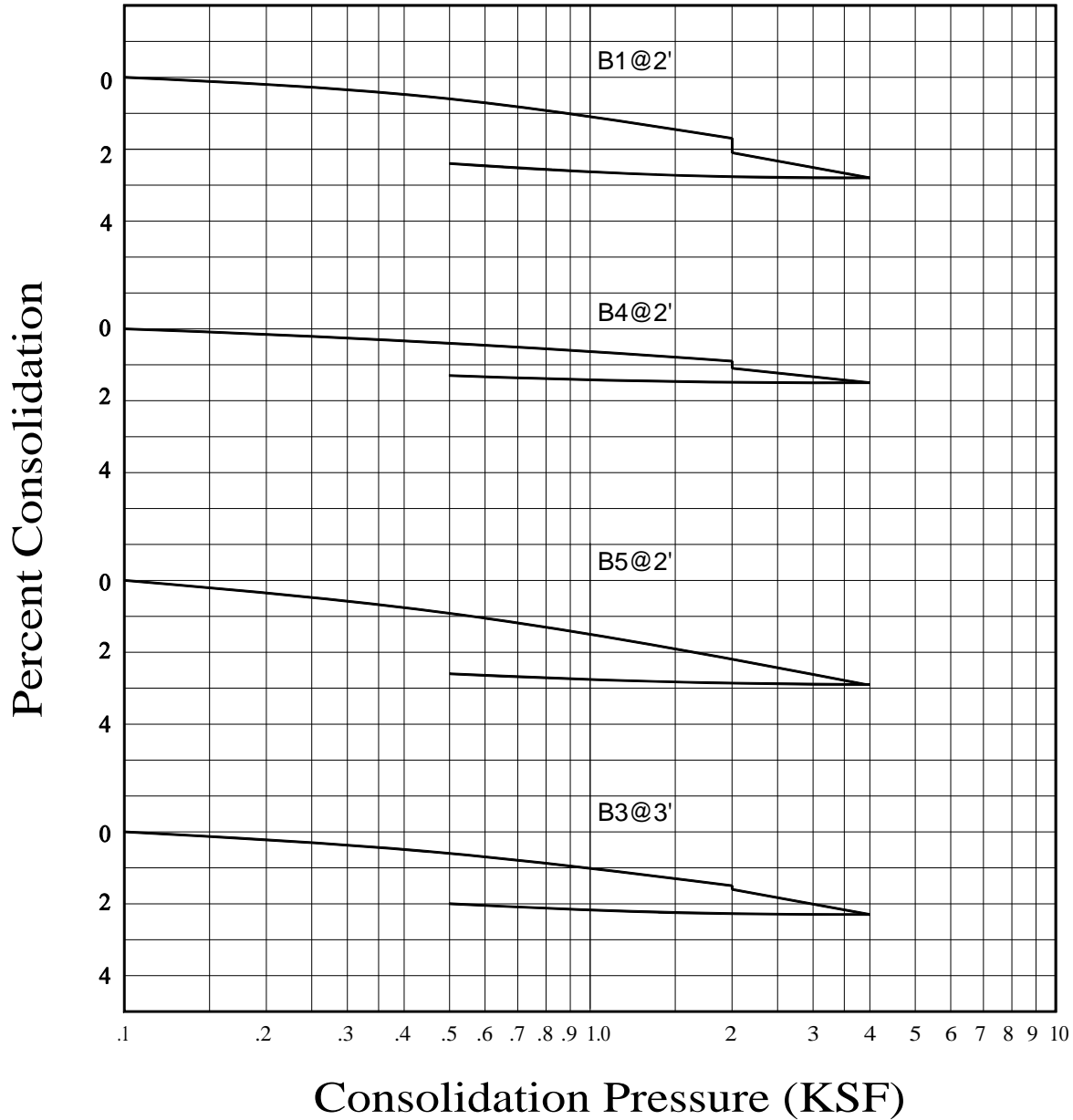
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FIG. B2

WATER ADDED AT 2 KSF



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CONSOLIDATION TEST RESULTS

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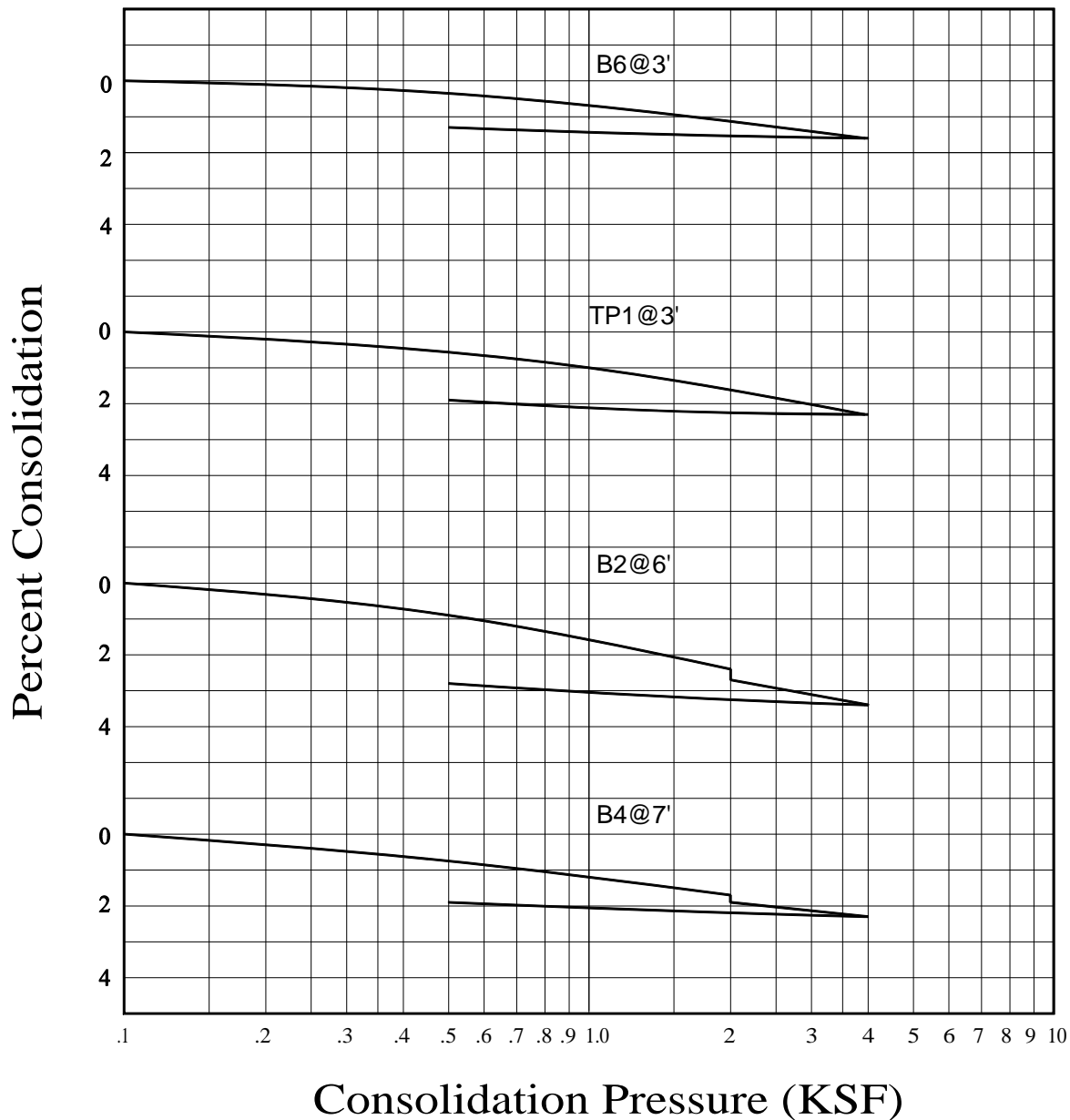
8000

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FIG. B3

WATER ADDED AT 2 KSF



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RG

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CONSOLIDATION TEST RESULTS

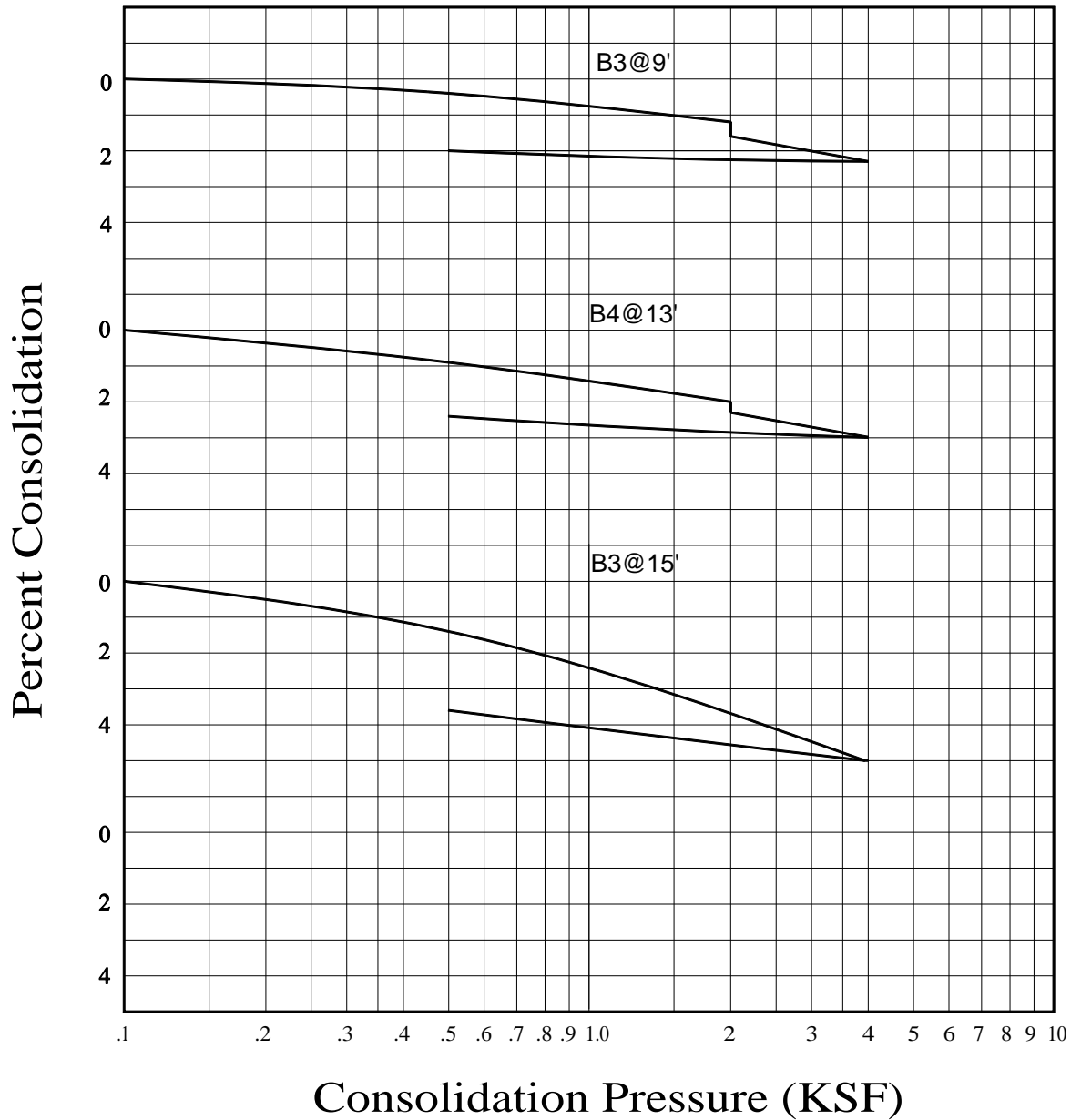
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FIG. B4

WATER ADDED AT 2 KSF



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CONSOLIDATION TEST RESULTS

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FEB. 2, 2011

PROJECT NO. A8559-06-41

FIG. B5

**SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS
ASTM D 4829-08A**

Sample No.	Moisture Content (%)		Dry Density (pcf)	Expansion Index	*UBC Classification	**CBC Classification
	Before	After				
B5 @ 2'	13.8	18.7	124.3	8	Very Low	Non-Expansive

* Reference: 1997 Uniform Building Code, Table 18-I-B.

** Reference: 2010 California Building Code, Section 1803.5.3

**SUMMARY OF LABORATORY MAXIMUM DENSITY AND
AND OPTIMUM MOISTURE CONTENT TEST RESULTS
ASTM D 1557-07**

Sample No.	Soil Description	Maximum Dry Density (pcf)	Optimum Moisture (%)
B3 @ 0-5'	Dark Brown Silty Sand	124.0	12.0
TP1 @ 0-3'	Dark Brown Silty Sand	129.0	10.0

GEOCON
WEST, INC.



ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

RG

8000

LABORATORY TEST RESULTS

LENNOX LIBRARY AND COMMUNITY CENTER
COUNTY OF LOS ANGELES DEPT. OF PUBLIC WORKS
4331 LENNOX BOULEVARD
LENNOX DIST. OF THE UNINCORPORATED L.A. COUNTY, CA.

FEB. 2, 2011

PROJECT NO. A8559-06-41

FIG. B6

**SUMMARY OF LABORATORY POTENTIAL OF
HYDROGEN (pH) AND RESISTIVITY TEST RESULTS
CALIFORNIA TEST NO. 643**

Sample No.	pH	Resistivity (ohm centimeters)
B3 @ 0-5'	8.04	1100 (Highly Corrosive)

**SUMMARY OF LABORATORY CHLORIDE CONTENT TEST RESULTS
EPA NO. 325.3**

Sample No.	Chloride Ion Content (%)
B3 @ 0-5'	0.067

**SUMMARY OF LABORATORY WATER SOLUBLE SULFATE TEST RESULTS
CALIFORNIA TEST NO. 417**

Sample No.	Water Soluble Sulfate (% SO ₄)	Sulfate Exposure*
B3 @ 0-5'	0.023	Negligible

* Reference: 2010 CBC Section 1904.3 and ACI 318-08 Sections 4.2 and 4.3

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PHONE (818) 841-8388 - FAX (818) 841-1704

RG

8000

CORROSIVITY TEST RESULTS

LENNOX LIBRARY AND COMMUNITY CENTER
COUNTY OF LOS ANGELES DEPT. OF PUBLIC WORKS
4331 LENNOX BOULEVARD
LENNOX DIST. OF THE UNINCORPORATED L.A. COUNTY, CA.

FEB. 2, 2011

PROJECT NO. A8559-06-41

FIG. B7

APPENDIX E

GREENHOUSE GAS DATA

LENNOX LIBRARY AND CONSTITUENT CENTER PROJECT

MND

Appendix E

Greenhouse Gas Assessment Files

Provided by PCR Services Corporation

September 2011

E Greenhouse Gas Analysis

Appendix E

Greenhouse Gas Analysis Files

- URBEMIS2007 Output Files
 - Annual CO2 Output
- GHG Analysis

Lennox Library and Constituent Center
URBEMIS Output- Annual CO2 Summary

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: V:\ACTIVE PROJECTS\Lennox MND- County of LA\URBEMIS\Lennox.urb924

Project Name: Lennox MND

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	<u>CO2</u>
2012	474.95
2013	253.19

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	30.21

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	893.11

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>CO2</u>
TOTALS (tons/year, unmitigated)	923.32

Lennox Library and Constituent Center MND Project
Greenhouse Gas Analysis

Emission Source	CO ₂ e ^e (Metric Tons)
Proposed Project	
Construction	732
Construction (amortized)	24
On-road Vehicles ^a	675
Electricity ^b	34
Water Conveyance ^d	4
Natural gas ^c	6
Total	719
Net Increase	
Total	744
Threshold (MT)	900
Above Threshold?	No
<p>^a Mobile source values were derived using EMFAC2007 in addition to the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008. Pavley Reductions, CARB 2010. Reductions include 24.4% (Pavley/LFCS Std: reduction by 2013)</p> <p>^b Electricity Usage Rates from California Energy Commission (CEC). California Commercial End-Use Survey Results: http://capabilities.itron.com/ceusweb/Chart.aspx. Water conveyance energy rates from CEC Staff Report: California's Water - Energy Relationship, 2005. Reductions include 15% (CalGreen) and 23.5 % (RPS in 2013).</p> <p>^c Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993. Reductions include 15% (CalGreen).</p> <p>^d Water conveyance reductions include 20% (Water Efficiency). Electricity Usage Rates from California Energy Commission Staff Report: California's Water - Energy</p> <p>^e All CO₂e factors were derived using the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008. Statewide Greenhouse Gas Emissions</p> <p>Sources: PCR Services Corporation, 2011.</p>	

Lennox Library and Constituent Center MND Project
Greenhouse Gas Analysis

CO₂e^d (Metric Tons)			
Emission Source	2012	2013	Total
CO ₂ Emissions	474	253	727
CH ₄ Emissions	1	1	2
N ₂ O Emissions	1	1	2
CO₂e Emissions	477	255	732
2004 Statewide Total ^c	479,740,001	479,740,002	479,740,000
Net Increase as Percentage of 2004 Statewide Inventory	0.00010%	0.00005%	0.00015%
<p>^a Mobile source values were derived using EMFAC2007 in addition to the California</p> <p>^b On site construction equipment values were derived using OFFROAD2007 in addition to</p> <p>^c Statewide totals were derived from the CARB Draft California GHG Inventory.</p> <p>^d All CO₂e factors were derived using the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008.</p> <p>Source: PCR Services Corporation, 2011.</p>			

Lennox Library and Constituent Center MND Project
Greenhouse Gas Analysis

Electricity

Land Use	1,000 Sqft	Usage Rate ^a		
		(kWh/sq.ft\yr)	(kWh\year)	MWh\year
Net New Land Uses				
Office ¹	7.6	10.40	79,070	79
Library	3.7	6.42	23,746	24
Total Project			102,817	103
Net Project Electricity Usage			102,817	103

GHG	lbs/MWh ^b	lbs	metric tons	CO ₂ E (metric tons)
Existing				
CO ₂	724.12	0	0	0
CH ₄	0.0302	0	0	0
N ₂ O	0.0081	0	0	0
Proposed Project				
CO ₂	724.12	74451.75896	33.77072225	34
CH ₄	0.0302	3.105069768	0.001408435	0
N ₂ O	0.0081	0.832816726	0.000377759	0
Net				
CO ₂	724.12	74,452	34	34
CH ₄	0.0302	3	0.00	0
N ₂ O	0.0081	1	0.00	0

34 Total Annual CO₂e

¹ Office includes 5.1 KSF of Sheriff's Dept. Offices (defined in Traffic Memo) and 2.5 KSF of Community Room (includes kitchen/accessory spaces)

Lennox Library and Constituent Center MND Project
Greenhouse Gas Analysis

Water and Wastewater Generation Factors

Land Use	Amount	Units	Water			Wastewater		
			AF/Year/Unit	MG/Year/Unit	MG/Year	GPD/Unit	MG/Year/Unit	MG/Year
Net New Land Uses								
Office ¹	7.6	KSF	0.059	0.019	0.1	100	0.037	0.3
Library	3.7	KSF	0.13	0.044	0.2	200	0.073	0.3
Total Project					0.3			0.5
Net Project					0.3			0.5

1 acre foot = 325851.433266421 gallon [US, liquid]

Water Conveyance (Water and Wastewater)

	MGD	Usage Rate ^c		MWh\year
		kWh/MG	(KWh\year)	
Existing				
Water Supply, Conveyance, Treatment, and Wastewater Treatment	0.00	13,022	0	0
Proposed Project				
Water Supply, Conveyance, Treatment, and Wastewater Treatment	0.00	13,022	11,129	11
Difference in Water Power Usage			11,129	11

GHG	lbs/MWh ^b	lbs	metric tons	CO ₂ E (metric tons)
Existing				
CO ₂	724.12	0	0	0
CH ₄	0.0302	0	0	0
N ₂ O	0.0081	0	0	0
Proposed Project				
CO ₂	724.12	8058.417964	3.655233921	3.655233921
CH ₄	0.0302	0.336082725	0.000152444	0.003201333
N ₂ O	0.0081	0.090141393	4.08874E-05	0.012675099
Net				3.67
CO ₂	724.12	8,058	4	4
CH ₄	0.0302	0	0.00	0.00
N ₂ O	0.0081	0	0.00	0

¹ Office includes 5.1 KSF of Sheriff's Dept. Offices (defined in Traffic Memo) and 2.5 KSF of Community Room (includes kitchen/accessory spaces)

Total Annual CO₂e

Lennox Library and Constituent Center MND Project
Greenhouse Gas Analysis

Natural Gas

Land Use	1,000 Sqft	Usage Rate ^c (cu.ft\sq.ft\mo)	Total Natural Gas Usage (cu.ft\mo)	Total Natural Gas Usage (cu.ft\year)	Total Natural Gas Usage (MMBTU\year)
Net New Land Uses					
Office ¹	7.6	1.7	12,920	155,040	158
Library	3.7	2.5	9,121	109,446	112
Total Project			22,041	264,486	270
Net Project			22,041	264,486	270

GHG	Kg/MMBtu ^b	Kg	metric tons	CO ₂ E (Metric Tons)
Existing				
CO ₂	53.06	-	-	-
CH ₄	0.001	-	-	-
N ₂ O	0.0001	-	-	-
Project				0.00
CO ₂	53.06	14,314.30	6.49	6.49
CH ₄	0.001	0.27	0.00	0.00
N ₂ O	0.0001	0.03	0.00	0.00
Net				6.50
CO ₂	53.06	14,314.30	6.49	6.49
CH ₄	0.001	0.27	0.00	0.00
N ₂ O	0.0001	0.03	0.00	0.00

¹ Office includes 5.1 KSF of Sheriff's Dept. Offices (defined in Traffic Memo) and 2.5 KSF of Community Room (includes kitchen/accessory spaces)

Total Annual CO₂E

On Road Mobile Source

Land Use	Annual CO2e^a
Net New Land Uses²	893
Office ¹	-
Library	-
Total Project w/ reductions	675
Net Project	675

¹ Office includes 5.1 KSF of Sheriff's Dept. Offices (defined in Traffic Memo) and 2.5 KSF of Community Room (includes kitchen/accessory spaces)

² Before Pavley and LCFS reductions

APPENDIX F

NOISE DATA

Lennox Library and Community Center Project

Noise Worksheets

Provided by PCR Services Corporation

July 2011

Appendix

- Construction Noise Calculations

Project: Lennox Library and Community Center Project

Construction Phase: *Demolition*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Rubber Tired Dozer	1	79		50%	130	5
Other construction equipment	1	85		50%	130	5
Tractor/loader/backhoe	1	80		25%	230	5
Concrete Saw	1	81		40%	230	5

Receptor: *R1*

Results:

Hourly Leq: 70

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Site Grading/Foundation*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Other construction equipment	1	85		50%	220	5
Tractor/loader/backhoe	1	80		25%	220	5
Rubber Tired Dozer	1	79		50%	320	5
Air Compressor	1	78		50%	320	5
Water Trucks	1	80		10%	320	5
Pumps	1	81		50%	320	5

Receptor: *R1*

Results:

Hourly Leq: 66

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Building Construction*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Cranes	1	81		40%	130	5
Air Compressor	1	78		50%	130	5
Chain Saw	1	85		20%	130	5
Cranes	1	81		40%	230	5
Forklift	1	75		10%	230	5
Other Equipment	1	85		50%	230	5
Forklift	1	75		10%	230	5
Tractor/Loader/Backhoe	1	80		25%	230	5

Receptor: *R1*

Results:

Hourly Leq: 70

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Paving*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Concrete Mixer Trucks	1	79		40%	220	5
Paver	1	77		50%	220	5
Pavement Scarafier	1	90		20%	320	5
Roller	1	80		20%	320	5
Tractor/Loader/Backhoe	1	80		25%	320	5

Receptor: *R1*

Results:

Hourly Leq: 65

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Demolition*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Rubber Tired Dozer	1	79		50%	210	0
Other construction equipment	1	85		50%	210	0
Tractor/loader/backhoe	1	80		25%	310	0
Concrete Saw	1	81		40%	310	0

Receptor: *R2*

Results:

Hourly Leq: 71

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Site Grading/Foundation*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Other construction equipment	1	85		50%	210	0
Tractor/loader/backhoe	1	80		25%	210	0
Rubber Tired Dozer	1	79		50%	310	0
Air Compressor	1	78		50%	310	0
Water Trucks	1	80		10%	310	0
Pumps	1	81		50%	310	0

Receptor: *R2*

Results:

Hourly Leq: 72

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Building Construction*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Cranes	1	81		40%	210	0
Air Compressor	1	78		50%	210	0
Chain Saw	1	85		20%	210	0
Cranes	1	81		40%	310	0
Forklift	1	75		10%	310	0
Other Equipment	1	85		50%	310	0
Forklift	1	75		10%	310	0
Tractor/Loader/Backhoe	1	80		25%	310	0

Receptor: *R2*

Results:

Hourly Leq: *72*

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Paving*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Concrete Mixer Trucks	1	79		40%	85	0
Paver	1	77		50%	85	0
Pavement Scarafier	1	90		20%	185	0
Roller	1	80		20%	185	0
Tractor/Loader/Backhoe	1	80		25%	185	0

Receptor: *R2*

Results:

Hourly Leq: 76

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Demolition*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Rubber Tired Dozer	1	79		50%	270	5
Other construction equipment	1	85		50%	270	5
Tractor/loader/backhoe	1	80		25%	370	5
Concrete Saw	1	81		40%	370	5

Receptor: *R3*

Results:

Hourly Leq: 64

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Site Grading/Foundation*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Other construction equipment	1	85		50%	270	5
Tractor/loader/backhoe	1	80		25%	270	5
Rubber Tired Dozer	1	79		50%	370	5
Air Compressor	1	78		50%	370	5
Water Trucks	1	80		10%	370	5
Pumps	1	81		50%	370	5

Receptor: *R3*

Results:

Hourly Leq: 65

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Building Construction*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Cranes	1	81		40%	270	5
Air Compressor	1	78		50%	270	5
Chain Saw	1	85		20%	270	5
Cranes	1	81		40%	370	5
Forklift	1	75		10%	370	5
Other Equipment	1	85		50%	370	5
Forklift	1	75		10%	370	5
Tractor/Loader/Backhoe	1	80		25%	370	5

Receptor: R3

Results:

Hourly Leq: 65

Source for Ref. Noise Levels: FHWA, RCNM 2005

Project: Lennox Library and Community Center Project

Construction Phase: *Paving*

Equipment

Description	No. of Equip.	Reference Noise		Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
		Level at 50ft, Lmax				
Concrete Mixer Trucks	1	79		40%	270	5
Paver	1	77		50%	270	5
Pavement Scarafier	1	90		20%	370	5
Roller	1	80		20%	370	5
Tractor/Loader/Backhoe	1	80		25%	370	5

Receptor: *R3*

Results:

Hourly Leq: *63*

Source for Ref. Noise Levels: FHWA, RCNM 2005

APPENDIX G

TRAFFIC MEMORANDUM



TECHNICAL MEMORANDUM

Date: September 22, 2011

To: Ken Schumann, Department of Public Works, Los Angeles County

From: Anjum Bawa and Netai Basu

Subject: *Lennox Library and Constituent Center Project Trip Generation Analysis* *SM10-2436*

This memorandum summarizes the results of a trip generation analysis conducted by Fehr & Peers for the proposed Lennox Library and Constituent Center project in the unincorporated Lennox community of Los Angeles County. The proposed project will involve renovation and expansion of the existing library; renovation of existing underutilized and/or vacant office space to accommodate new offices and amenities for County programs; rehabilitation of existing building exteriors; reconfiguration of existing on-site parking; and additional improvements to pedestrian circulation, landscaping and signage.

Based on a discussion with Los Angeles County Department of Public Works (LACDPW) staff about the proposed project and the findings of the trip generation analysis, the scope of this analysis is limited to a trip generation analysis of the proposed project and a description of proposed parking and access. LACDPW has determined that a detailed traffic impact study is not required for this project.

PROJECT LOCATION

The Project site is located on the northeast corner of Lennox Boulevard & Hawthorne Boulevard in the unincorporated community of Lennox in southwest Los Angeles County. Lennox is generally bordered to the north by the City of Inglewood; to the south and southwest by the City of Hawthorne and the unincorporated community of Del Aire; to the east and southeast by the unincorporated communities of Westmont and West Athens, and by the Crenshaw community within the City of Los Angeles; and to the west by the City of El Segundo and Los Angeles International Airport. Regional access to the project site is provided by the I-105 Freeway and the I-405 Freeway. Figure 1 shows the location of the project site related the existing freeway and roadway network.

EXISTING SITE

The site is currently occupied by three separate but connected buildings: the Lennox Branch Library; a Sheriff's Station; and a County office building. These together comprise the Lennox Civic Center Complex. The library occupies the southwest corner of the Project site and the Sheriff's Station occupies the southeastern portion of the Project site, while parking for Sheriff's Station staff and visitors occupies the northern half of the site. The County office building, located between the library and Sheriff's Station, shares a common wall with each.

The Library is currently operational. In December 2010, the Sheriff's Department completed construction of a new Sheriff's station in the south Los Angeles area, for which the Lennox Station had traditionally provided law enforcement services. Some Sheriff's Department programs and personnel that had been housed at the Lennox Station were transferred to the new South Los Angeles Sheriff's Station at that time, reducing the number of personnel in the Lennox Sheriff's Station buildings and leaving the County



office buildings on the project site underutilized. Some Sheriff's Department personnel remain in the Sheriff's Station buildings on the Project site.

The existing library is approximately 4,621 square feet. Library hours of operation are 11:00 AM to 7:00 PM Monday through Thursday; 11:00 AM to 6:00 PM Friday; and 12:00 PM to 5:00 PM Saturday. The library is closed on Sundays. The Sheriff's Station is approximately 10,071 square feet. The Sheriff's Department operates 24 hours per day, seven days per week. The County office building is approximately 11,293 square feet and was most recently occupied by Sheriff's Department programs. The existing on-site surface parking lot provides a total of 68 spaces dedicated for use only by the Sheriff's Department. No parking is currently provided on-site for library staff or patrons. Vehicular access to the parking lot is provided via a driveway on the east side of Hawthorne Boulevard, north of Lennox Boulevard. Additional access is provided via driveway on the north side of Lennox Boulevard, east of Hawthorne Boulevard.

PROPOSED PROJECT

Figure 2 shows a conceptual site plan of the improvements proposed by the County to increase accessibility to and space for on-site programs, including renovation and expansion of the existing library, renovation of the County office building to accommodate offices and amenities for several County programs; renovations to the Sheriff's Department Lennox Boulevard building façade; reconfiguration of surface parking; and landscape improvements.

The future Library will total approximately 8,340 square feet. This includes 3,130 square feet of existing library space, 3,400 square feet of new construction, and 1,810 square feet of existing Sheriff's Department offices to be renovated and converted into Library use. This results in a net increase in library of approximately 3,710 square feet.

A new community room (including kitchen, accessory spaces, and restroom) is proposed to occupy approximately 2,500 square feet.

The future County offices will total approximately 5,130 square feet including 1,760 square feet for second district field offices, 1,825 square feet for other County offices, 830 square feet for the Large Conference Room/Historical Center, 715 square feet for Office/retail space. The Sheriff's locker rooms will be for the exclusive use of Sheriff's Department staff and are not included in the 5,130 square-foot County offices total.

Table 1 below provides a brief summary of existing and proposed development on the site.



**TABLE 1
 EXISTING AND PROPOSED DEVELOPMENT**

Existing/Proposed Uses	Existing (sq. ft.)	To Be Demolished (sq. ft.)	New (sq. ft.)	Final (sq. ft.)	Net New (sq. ft.)
Library	4,630	1,500	3,400	6,530	1,900
Existing Sheriff's Dept. offices to be renovated for future Library use	3,225	1,415	0	1,810	1,810
Subtotal - Library Use				8,340	3,710
Community Room /Kitchen/Accessory Space/Restrooms	0	0	2,500	2,500	2,500
Subtotal - Community Room				2,500	2,500
Second District Field Offices	1,760	0	0	1,760	1,760
Other County Offices	1,825	0	0	1,825	1,825
Large Conference Room/Historical Center	830	0	0	830	830
Office/Retail Space	715	0	0	715	715
Subtotal - County Offices				5,130	5,130

Per information received from the County, construction of the aforementioned improvements is anticipated to take approximately 19 months following approval of the proposed project and environmental documentation by the County. It is estimated that the project construction would start in February 2012 and proceed in phases to completion by late 2013.

TRIP GENERATION ANALYSIS

A trip generation analysis was conducted based on the rates found in *Trip Generation, 8th Edition* (Institute of Transportation Engineers [ITE], 2008). As shown in Table 2, the proposed project's combined land uses are estimated to generate a total of 322 daily trips, of which 16 trips are estimated to occur in the morning peak hour (12 inbound/4 outbound) and 39 trips are estimated to occur in the evening peak hour. Since the existing Library is not open until 11:00 AM on weekdays, use of the ITE rates during the morning peak hour for this use provides a conservative estimate. Also, because the Library is and will continue to be a small community library rather than a regional library, a significant portion of the trips made to the Library are made on foot or by bicycle or transit. Thus, the library-related trips are very conservatively estimated.

ACCESS AND PARKING

Vehicular access to the parking lot serving the Library staff and patrons will be provided via the existing driveway on the east side of Hawthorne Boulevard approximately 175 feet north of Lennox Boulevard. The driveway along Lennox Boulevard will be restricted and limited to use by the Sheriff's Department. The primary entrance to the library will be maintained on Lennox Boulevard. A new rear entrance to the library would be provided from the parking lot on the northern portion of the site. Secondary pedestrian access to the site will be provided from Lennox Boulevard through a breezeway.



The proposed improvements to the parking lot will separate library and office parking from the Sheriff's parking. A total of 46 parking spaces, including two accessible spaces, will be provided to serve the library and office uses. The library and office parking lot area would be selectively demolished, repaved, and reconfigured.

Access to the dedicated Sheriff's Department parking, located to the north of the Sheriff's Station, will be controlled by access gates within the library parking lot. The Sheriff's Department parking would also continue to be accessible via the existing driveway from Lennox Boulevard.

CONCLUSION

The proposed project is conservatively estimated to generate a net increase of approximately 322 daily trips, including approximately 16 in the AM peak hour and approximately 39 trips in the PM peak hour. These estimates are conservative in that they do not include reductions for library-related trips made by non-motorized transportation or by transit, and assume that in the future the library could be open earlier in the day. Based on discussions with LACDPW staff, it has been determined that this level of increase at this location would not be expected to significantly affect traffic operations in the vicinity.



**TABLE 2
PROJECT TRIP GENERATION ESTIMATES**

Land Use	Size*	Trip Generation Rates									Estimated Trip Generation					
		ITE Code [1]	Daily Rate	AM Peak Hour			PM Peak Hour			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total
Net New Land Use																
Library [2][5]	3.710 ksf	590	56.24	1.04	71%	29%	7.30	48%	52%	209	3	1	4	13	14	27
Community Room [3]	2.500 ksf	495	22.88	1.62	61%	39%	1.45	37%	63%	57	2	2	4	1	3	4
County Offices [4]	5.130 ksf	710	11.01	1.55	88%	12%	1.49	17%	83%	56	7	1	8	1	7	8
TOTAL NET NEW PROJECT TRIPS										322	12	4	16	15	24	39

Notes:

[1] - Source for trip generation rates: *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008.

[2] - The project proposes to construct 1,910 square feet of new library space and to convert 1,810 square feet of existing offices to library space.

[3] - A total of 2,500 square feet is proposed as community room/kitchen/accessory space.

[4] - The proposed 5,130 square feet of office includes:

1,760 sf - Second District Field Offices (Room 132 and rooms 136-142)

1,825 sf - Other County Offices (Rooms 143 - 146, 154)/Toilet

715 sf - Office/Retail Space (Room 131)

830 sf - Large Conf. Room /Historical Ctr. (Rooms 133 & 134)

[5] - Current library hours of operation are 11:00 AM to 7:00 PM Monday through Thursday; 11:00 AM to 6:00 PM Friday; and 12:00 PM to 5:00 PM Saturday; the library is closed Sunday. Based on these hours of operation, the Library will be closed during the morning peak hours of adjacent street traffic. These estimates are considered conservative in that they are based on ITE rates for Library (ITE Land Use Code 590) which allow for the potential that operating hours may change in the future.

APPENDIX H

RELATED PROJECTS DATA

Cumulative Project Report

All Permits Filed Since October 01, 2005

Total Cases: 130

Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
00-254	REA	200900110	11711 S WESTERN AV, LOS ANGELES	Sprint wireless existing facility - 3 by 3 Equipment inside the existing lease area and three antennas attaching to mono-palm	7/29/2009	W ATHENS WESTMONT	11/17/2009	APPROVED PLANS DISTRIBUTED				
03-037	RCUP	200600335	10903 S INGLEWOOD AV, INGLEWOOD	Conditional Use Permit to allow the construction, operation, and maintenance of an unmanned wireless telecommunications facility consisting of a new 50' faux palm tree (55' with fronds) on which to mount the antennas. There will be twelve directional antennas (approximately 8.5" x 51.5" x 7") mounted in 3 sectors of 4 antennas and will be painted green to blend with the palm fronds. The equipment cabinets will be placed in a new raised platform above the existing trash enclosure. The equipment will then be screened by a new CMU wall with stucco/paint to match the existing building and trash enclosure.	12/14/2006	LENNOX	7/7/2008	AFFIDAVIT OF ACCEPTANCE RECD				
03-038	REA	200900015	0 NO ADDRESS , 1430 W. IMPERIAL HIGHWAY	Co-location of telecommunications on an existing monopole and additional cabinets. SWAP OUT OF EXISTING 4' ANTENNAS FOR 6' ANTENNAS AND EQUIPMENT.	2/2/2009	W ATHENS WESTMONT	2/2/2009	ADDTL INFO RECD				
03-355	REA	201100097	10100 S LA CIENEGA BL, INGLEWOOD		4/14/2011	LENNOX	4/26/2011	REV EXHIBIT "A" APPROVED				
04-114	RCUP	201000148	5230 PACIFIC CONCOURSE DR, LOS ANGELES	ALLOW FOR MORE THAN TWO WALL SIGNS	10/26/2010	DEL AIRE	11/9/2010	CASE WITHDRAWN				
04-114	REA	200900026	5220 PACIFIC CONCOURSE DR, LOS ANGELES 5230 PACIFIC CONCOURSE SUITE 200	TI for change of use from office to adult education or commercial school use on second floor. Total floor area =20,710. 13,471 sq. ft will remain office and 7,239 sq. ft. will be used for 11 classrooms. Classes from 6:00 pm to 9:00 pm.	3/5/2009	DEL AIRE	4/13/2009	REV EXHIBIT "A" APPROVED				
04-114	REA	T201000310	5230 PACIFIC CONCOURSE DR, LOS ANGELES HNM: 101 ADDRESS: W. PACIFIC CONCOURSE DRIVE	1630 sf TI to -existing 1st floor for office use (currently classroom use of 905 sf and 725 sf office use) -586 sf TI for 2nd floor for new computer lab -3rd floor TI 3030 sf for vocational/classroom/storage	10/25/2010	DEL AIRE	7/5/2011	REV EXHIBIT "A" APPROVED				

Cumulative Project Report

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Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
04-114	RVAR	201000001	5230 PACIFIC CONCOURSE DR, LOS ANGELES	To authorize a variance to exceed the maximum allowable number of wall signs on an existing office building, located in the MPD zone, Del Aire Zoned District. LID exempt.	1/12/2010	DEL AIRE	10/26/2010	CASE WITHDRAWN				
841	RCUP	T200800155	3744 W SLAUSON AV, LOS ANGELES	RENEWAL OF CP841 AND VAR406 FOR LODGE HALL, LEGALIZE A PORTION OF THE LODGE HALL THAT NEVER GOT PERMITS, PARKING PREVIOUSLY APPROVED TO BE OFF-SITE AND WILL STILL EXIST OFF-SITE WITH PARKING CONFIGURATION CHANGED FROM PREVIOUS, ABC CUP TO AUTHORIZE ALCOHOL CONSUMPTION; C-2 ZONE. Project may be CE.	10/1/2008	VIEW PARK	10/29/2009	SITE VISIT				
841	RPKP	T200800006	3744 W SLAUSON AV, LOS ANGELES	RENEWAL OF CP841 AND VAR406 FOR LODGE HALL, LEGALIZE A PORTION OF THE LODGE HALL THAT NEVER GOT PERMITS, PARKING PREVIOUSLY APPROVED TO BE OFF-SITE AND WILL STILL EXIST OFF-SITE WITH PARKING CONFIGURATION CHANGED FROM PREVIOUS, ABC CUP TO AUTHORIZE ALCOHOL CONSUMPTION; C-2 ZONE	10/1/2008	VIEW PARK	4/1/2009	ADDTL INFO RECD				
85116	REA	200800026	4949 W 104TH ST, INGLEWOOD	Proposed storage (620 sq ft) to existing Training and Research Foundation facility	7/8/2008	LENNOX	7/16/2008	CASE WITHDRAWN				
85268	RNCR	T200900016	9136 S BUDLONG AV, LOS ANGELES	To reauthorize (NCR 85-268) a nonconforming market with the sale of alcoholic beverages (Type 20 off-site beer and wine) and two existing SFRs, located in the R-2 zone, West Athens Westmont CSD, West Athens Westmont Zoned District. LID exempt. CE Class 1.	12/29/2009	W ATHENS WESTMONT	10/18/2011	HO PH CONTD				
85563	RNCR	T200800014	10216 S DENKER AV, LOS ANGELES	NCR to utilize building as a church (for religious activity). SEE CP1245, VAR 602	11/4/2008	W ATHENS WESTMONT	6/2/2009	FIRE/FORESTER RECOMMENDATION RECD				
86211	REA	201000249	10300 LA CIENEGA BL, LOS ANGELES	EXTERIOR & INTERIOR IMPROVEMENTS	8/19/2010	LENNOX	9/27/2010	REV EXHIBIT "A" APPROVED				
86211	REA	201100023	10300 LA CIENEGA BL, LOS ANGELES	INSTALL 4 NEW SETS OF ILLUMINATED CHANNEL LETTERS & ONE NEW CABINET	1/27/2011	LENNOX	4/6/2011	REV EXHIBIT "A" APPROVED				
87060	REA	200800015	5220 PACIFIC CONCOURSE DR, LOS ANGELES 5230 PACIFIC CONCOURSE LOS ANGELES, CA	Proposing an interior tenant improvement to an existing suite, suite 105 at 5230 Pacific Concourse, to prepare for a new financial institution tenant, Continental Credit Union. No addition.	6/10/2008	DEL AIRE	6/11/2008	ROUTED TO ZP I SECTION				

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87060	REA	T200900117	5230 PACIFIC CONCOURSE DR, LOS ANGELES	2 new sets of illuminated channel letter signs.	8/11/2009	DEL AIRE	1/12/2010	CASE WITHDRAWN				
88323	REA	200900120	1450 W IMPERIAL HY, LOS ANGELES	Rev Ex A to CP88323 for installation of 3 panel antennas on an existing pole, outdoor equipment cabinet and installation of gps revised exhibit A to previously approved CP88323 for replacement of existing 2 ft. diameter microwave dish, with 4 ft. diameter microwave dish.	8/12/2009	W ATHENS WESTMONT	3/16/2010	REV EXHIBIT "A" APPROVED				
88323	REA	T201000049	1450 W IMPERIAL HY, LOS ANGELES		3/1/2010	W ATHENS WESTMONT	3/9/2010	REV EXHIBIT "A" APPROVED				
89125	RCUP	T201000067	1201 W 101ST ST, LOS ANGELES	To reauthorize CUP 89-125, a nine bed adult residential care facility, located in the C-2 zone, West Athens - Westomont Zoned CSD, Commercial / Residential Mixed Use Area, West Athens - Westomont Zoned District. LID exempt. CE Class 3.	5/25/2010	W ATHENS WESTMONT	8/10/2010	FIRE/FORESTER RECOMMENDATION RECD				
91089	REA	T200900075	11102 S LA CIENEGA BL, INGLEWOOD 11112 S. LA CIENEGA BLVD.	Revised Exh. A to replace (6) existing 48" tall x 9" wide panel antennas, (2) per sector, with (6) new panel antennas measuring 51.2" x 14.5" wide within existing facade mounted arrays.	6/11/2009	LENNOX	7/2/2009	REV EXHIBIT "A" APPROVED				
93077	RCUP	200900070	5140 W EL SEGUNDO BL, HAWTHORNE HNM: 103 ADDRESS: 5140 EL SEGUNDO BL, HAWTHORNE	To reauthorize CUP 93-077 for existing auto repair shop located in the C-3-DP zone, Del Aire Zoned District, Hawthorne. LID exempt. CE Class 1.	6/17/2009	DEL AIRE	12/30/2010	AFFIDAVIT OF ACCEPTANCE RECD				
95102	RCUP	T200900145	11934 AVIATION BL, INGLEWOOD	To reauthorize the sale of alcoholic beverages (Type 41 beer and wine on-site) in association with an existing restaurant, located in the C-1 zone, Del Aire Zoned District. LID exempt. CE Class 1.	12/1/2009	DEL AIRE	12/28/2009	DRP INITIAL REVIEW				
95231	RCUP	200700163	11102 S LA CIENEGA BL, INGLEWOOD	Continued operation for an existing telecommunication facility.	8/29/2007	LENNOX	11/18/2010	AFFIDAVIT OF ACCEPTANCE RECD				
96028	RCUP	T200700218	10712 S INGLEWOOD AV, INGLEWOOD	CUP RENEWAL FOR WIRELESS FACILITY	12/12/2007	LENNOX	1/27/2009	PLANNER ASSIGNED				
96034	RCUP	200700162	11711 S WESTERN AV, LOS ANGELES		8/29/2007	W ATHENS WESTMONT	3/23/2009	AFFIDAVIT OF ACCEPTANCE RECD				
97099	RPKP	T200900009	11775 LA CIENEGA BL, LOS ANGELES	To authorize staging of rental motorcycles in the required parking area of an existing warehouse facility, MPD zone. Del Aire Zoned District. LID exempt. Qualifies for CE.	12/22/2009	DEL AIRE	5/4/2011	FINAL LETTER DISTRIBUTED				
97123	RCUP	200700089	4834 W SLAUSON AV, LOS ANGELES	mini-market CUP and VAR renewal project 97123	4/12/2007	VIEW PARK	6/10/2008	AFFIDAVIT OF ACCEPTANCE RECD				
97123	RVAR	200700003	4834 W SLAUSON AV, LOS ANGELES	renewal of CUP and VAR to continue ABC mini-market and alcohol sales	4/12/2007	VIEW PARK	6/10/2008	AFFIDAVIT OF ACCEPTANCE RECD				

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98097	RNCR	T200900001	1435 W 105TH ST, LOS ANGELES	To reauthorize (98-097) a 24-unit apartment building located in the R-2 zone, West Athens - Westmont Zoned District.	1/13/2009	W ATHENS WESTMONT	5/11/2010	FIRE/FORESTER RECOMMENDATION RECD				
99187	RNCR	T200900017	10216 S BUDLONG AV, LOS ANGELES	To reauthorize a non-conforming market with the sale of alcoholic beverages (Type 20 beer and wine) and two existing SFRs, located in the R-2 zone, West Athens - Westmont CSD, West Athens - Westmont Zoned District.	12/29/2009	W ATHENS WESTMONT	4/1/2010	ROUTED FOR SHERIFF REVIEW				
PM065181	RTM	PM065181	0 NO ADDRESS ,	4 SF LOTS ON 0.98 AC	11/30/2005	VIEW PARK	12/21/2006	FIRE ADDTL REVIEW	SINGLE FAMILY	4		0.98
PM065407	RTM	PM065407	4942 W 104TH ST, LENNOX	1 MF LOT (4 DETACHED NC) cup for a wireless telecommunications facility and appurtenant structures	6/13/2006	LENNOX	12/28/2009	TIME EXT GRANTED (PRE-HRG)	MULTIPLE FAMILY	1	4	0.29
R2004-00198	RCUP	T201100129	10410 S WESTERN AV, LOS ANGELES	REQUEST FOR THE PROVISION OF LESS THAN REQUIRED PARKING FOR AN EXISTING CHURCH AND DAYCARE CENTER. CONTINUED OPERATION OF THE DAY CARE CENTER IS REQUESTED THROUGH A PLOT PLAN.	9/29/2011	W ATHENS WESTMONT	9/29/2011	ADDTL INFO REQUESTED				
R2004-00589	RPKP	200600013	10963 S WESTERN AV, LOS ANGELES	Retroactive authorization of an unpermitted duplex with a reduction in parking and setback requirements (two covered and one uncovered parking in lieu of a total of 4).	8/15/2006	W ATHENS WESTMONT	1/15/2008	AFFIDAVIT OF ACCEPTANCE RECD				
R2004-00610	RVAR	200600005	1304 W 90TH PL, LOS ANGELES	Four 24'x40' modular classroom buildings, 3,840 sf; lunch canopy, +/- 1,320 sf; Existing classroom building (A) 18,632 sf; Existing classroom building (B) 3,519 sf. 29% reduction and addition of module structure	4/24/2006	W ATHENS WESTMONT	3/25/2008	BOS DENIED				
R2005-00127	REA	201100186	11100 S WESTERN AV, LOS ANGELES	To retroactively authorize the conversion of a commercial building to a residential use in the C-3 zone, West Athens - Westmont Zoned District.	6/30/2011	W ATHENS WESTMONT	8/18/2011	REV EXHIBIT "A" APPROVED				
R2005-00127	RPKD	T200600013	11100 S WESTERN AV, LOS ANGELES	UNMANNED WIRELESS TELECOMMUNICATIONS FACILITY IN ROAD R-O-W	12/7/2006	W ATHENS WESTMONT	3/5/2007	FINAL LETTER DISTRIBUTED				
R2005-02584	RCUP	200500216	9609 S VERMONT AV, LOS ANGELES 3708 W SLAUSON AV, LOS ANGELES IN FRONT OF 3708 SLAUSON AVENUE	WTF 60' (MONOPINE) in rear side yard of church	11/3/2005	W ATHENS WESTMONT	1/5/2010	HO DENIED				
R2005-03341	RCUP	200500207	(4004003001) RIGHT-OF-WAY	DEMOLISH EXISTING GARAGE, CONSTRUCT SECOND SFR IN THE C-2 ZONE	10/27/2005	VIEW PARK	7/31/2006	FINAL LETTER DISTRIBUTED				
R2005-03370	RCUP	200500211	1713 W 108TH ST, LOS ANGELES		11/1/2005	W ATHENS WESTMONT	10/26/2006	FEES PAID				
R2005-03427	RCUP	200500219	10923 S INGLEWOOD AV, INGLEWOOD		11/8/2005	LENNOX	12/14/2009	APPROVED PLANS DISTRIBUTED				

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Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
R2005-03784	RCUP	200500248	10401 S VERMONT AV, LOS ANGELES	proposing two-story single family residence with attached two car garage on property zoned C-3 with less than required area DENIED BY RPC ON JANUARY 24, 2007	12/28/2005	W ATHENS WESTMONT	8/5/2007	BOS DENIED				
R2006-00242	RPKD	200700002	12801 INGLEWOOD AV, HAWTHORNE	minor parking deviation to include take-out in gas station mini-mart	2/22/2007	DEL AIRE	10/10/2007	ADDTL INFO RECD				
R2006-00464	RCUP	T200600161	10100 S LA CIENEGA BL, INGLEWOOD	WIRELESS FACILITY ON EXISTING BUILDING UNMANNED WIRELESS FACILITY ON ROOF OF EXISTING BUILDING	7/11/2006	LENNOX	1/29/2009	APPROVED PLANS DISTRIBUTED				
R2006-00492	RCUP	200600038	5300 ANGELES VISTA BL, LOS ANGELES	Replacing 3 like panel antennas and adding 3 microwave to existing behind screen wall.	2/23/2006	VIEW PARK	3/30/2007	APPROVED PLANS DISTRIBUTED				
R2006-00492	REA	200900125	5300 ANGELES VISTA BL, LOS ANGELES ALSO INCLUDES APN #5007-010-011	Assoc. equip will be inside existing equip. shelter.	8/13/2009	VIEW PARK	10/14/2009	REV EXHIBIT "A" APPROVED				
R2006-01238	RCUP	200600085	5300 ANGELES VISTA BL, LOS ANGELES	Roof-top wireless telecommunication facility	4/24/2006	VIEW PARK	4/5/2007	APPROVED PLANS DISTRIBUTED				
R2006-01528	RCUP	200600120	1842 W 108TH ST, LOS ANGELES	To authorize the continuation of an existing church, church-related activities, and to authorize a 750 sq. ft. addition, located in the R1 (Single-family Residence) zone.	5/17/2006	W ATHENS WESTMONT	4/22/2008	AFFIDAVIT OF ACCEPTANCE RECD				
R2006-01858	RVAR	200700004	5413 W 118TH ST, INGLEWOOD	CONVERTING EXISTING SINGLE FAMILY RESIDENCE TO SECOND UNIT, UNDER SECOND UNIT ORDINANCE, WITH A REDUCED FRONT YARD SETBACK LESS THAN THE REQUIRED 20 FT. RPP 200601074 APPROVED THE SECOND UNIT WITH THE CONDITION THAT A PORTION OF IT WAS DEMOLISHED TO MEET THE REQUIRED 20 FT FRONT YARD SETBACK, BUT APPLICANT IS CHOOSING NOT TO DEMOLISH A PORTION OF THE HOUSE.	5/3/2007	DEL AIRE	3/12/2008	CASE WITHDRAWN				

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R2006-02713	RCUP	200600222	1138 W 99TH ST, LOS ANGELES	To authorize the conversion of an existing structure to a single-family residence, two covered parking spaces, in the C-2 (Neighborhood Business) zone. Additional Conditions added by RPC: 22. The applicant shall replace the interior concrete flooring with a new concrete floor or recape the concrete flooring with a new concrete surface to specifications acceptable by Building and Safety, Dept. of Public Works. 23. The applicant shall provide at least two covered parking spaces with vehicular access from 99th Street only.	9/13/2006	W ATHENS WESTMONT	7/22/2008	APPROVED PLANS DISTRIBUTED				
R2006-03159	RCUP	T200600286	11723 S WESTERN AV, LOS ANGELES	batting cages; commercial rec. club in c-2 ADD PARKING PERMIT TO CUP200600286 PER PLANNER A.NG. PER CODE SECTION 22.52.1177	11/20/2006	W ATHENS WESTMONT	6/18/2008	RPC PH CONTD				
R2006-03159	RPKP	T200700006	11723 S WESTERN AV, LOS ANGELES 11814 AVIATION BL, INGLEWOOD ACTUAL LOCATION: 11816 AVIATION BLVD., INGLEWOOD	CUP FOR MEDICAL MARIJUANA DISPENSARY IN C-1 ZONE	4/24/2007	W ATHENS WESTMONT	4/10/2008	RPC PUBLIC HEARING DATE				
R2006-03486	RCUP	T200600281	1447 W 101ST ST, LOS ANGELES	NEW DUPLEX CONNECTED TO EXISTING SFR IN C-2 ZONE	11/13/2006	DEL AIRE	4/1/2008	DENIED				
R2006-03768	RCUP	T200600325	1447 W 101ST ST, LOS ANGELES	NEW DUPLEX CONNECTED TO EXISTING SFR IN C-2 ZONE	12/7/2006	W ATHENS WESTMONT	8/27/2008	AFFIDAVIT OF ACCEPTANCE RECD				
R2007-00394	RCUP	T200700037	13105 INGLEWOOD AV, HAWTHORNE	Unmanned wireless facilities in 3 sectors with 4 antenna panels per sector.	2/13/2007	DEL AIRE	3/4/2008	FINAL LETTER DISTRIBUTED				
R2007-00526	RCUP	200700050	11619 S WESTERN AV, LOS ANGELES	wireless telecommunications facility	2/28/2007	W ATHENS WESTMONT	8/12/2008	AFFIDAVIT OF ACCEPTANCE RECD				
R2007-00526	RVAR	200800002	11619 S WESTERN AV, LOS ANGELES	WIRELESS TELECOMMUNICATIONS FACILITY RENEWAL OF EXISTING WIRELESS FACILITY (95-023) AND INSTALLATION OF A NEW FACILITY	1/14/2008	W ATHENS WESTMONT	8/12/2008	APPLICATION RECD				
R2007-00718	RCUP	T200700066	11222 S LA CIENEGA BL, LOS ANGELES	Rev Ex A to RCUP 200700066 for colocation on the roof of an existing building and installation of 3 antennas, 3 microwave dishes and one indoor equipment cabinet	3/15/2007	LENNOX	3/31/2009	AFFIDAVIT OF ACCEPTANCE RECD				
R2007-00718	REA	200900119	11222 S LA CIENEGA BL, LOS ANGELES	CHILD CARE CENTER	8/12/2009	LENNOX	10/7/2009	REV EXHIBIT "A" APPROVED				
R2007-01177	RCUP	T200700095	10500 S NORMANDIE AV, LOS ANGELES	New duplex with attached 3-car carport and 1-uncovered parking space.	4/25/2007	W ATHENS WESTMONT	5/17/2007	PLANNER ASSIGNED				
R2007-01669	RCUP	200700127	11143 S VERMONT AV, LOS ANGELES	new duplex in C-3 zone West Athens Westmont CSD (prev case RCUP 200700127)	6/13/2007	W ATHENS WESTMONT	6/2/2009	CASE WITHDRAWN				
R2007-01669	RCUP	200900105	11143 S VERMONT AV, LOS ANGELES	new duplex in C-3 zone West Athens Westmont CSD (prev case RCUP 200700127)	9/1/2009	W ATHENS WESTMONT	8/25/2010	FEES PAID				

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R2007-02305	RCUP	200700160	10426 S NORMANDIE AV, LOS ANGELES	DENSITY BONUS CUP FOR 61 AFFORDABLE SENIOR UNITS,, ONE SFR, LEASING OFFICE, STORAGE AREA, SOCIAL SERVICE OFFICE, LAUNDRY,...	8/21/2007	W ATHENS WESTMONT	2/18/2010	FINAL LETTER DISTRIBUTED				
R2007-02305	RHSG	200800001	10426 S NORMANDIE AV, LOS ANGELES	CDC ADMIN HOUSING PERMIT RELATED TO CUP CASE RCUP200700160	4/9/2008	W ATHENS WESTMONT	4/9/2008	APPLICATION RECD				
				NCR to allow the continued use and maintenance of a 3-unit apartment building.								
				_____ CASE CLOSED AND RECREATED AS A NEW PLOT PLAN REVIEW. ANY MONEY PAID FOR THE NCR CASE WILL BE CREDITED TOWARDS THE PLOT PLAN REVIEW, AND ANY OVERPAYMENT SHALL BE REFUNDED TO THE APPLICANT. - LJ -								
R2007-03014	RNCR	200700010	13763 INGLEWOOD AV, HAWTHORNE	10/21/08	11/20/2007	DEL AIRE	12/15/2009	ADDTL INFO RECD				
R2007-03014	RNCR	T200900015	13763 INGLEWOOD AV, HAWTHORNE 1623 W 109TH PL, LOS ANGELES	To authorize a mixed-use non-conforming building due to insufficient parking and substandard parking, consisting of 3 apartment units, food market, and retail located in the C-3 zone, Del Aire Zoned District. LID exempt. CE Class 1.	12/17/2009	DEL AIRE	5/17/2011	REGIONAL PLANNING COMMISSION				
R2007-03217	RZC	200700013	WESTMONT-ATHENS	13' x13' enclosed patio at rear of existing sfr	12/18/2007	W ATHENS WESTMONT	1/23/2008	CASE WITHDRAWN				
R2007-03218	RCUP	T200700222	0 NO ADDRESS ,	New 2 unit 1,800sf and 2 garages total project 2,600sf, within a commercial zone abutting residential zone. Property is currently used as residence.	12/18/2007	W ATHENS WESTMONT	12/7/2009	FINAL LETTER DISTRIBUTED				
R2008-00096	RCUP	200800007	11222 S LA CIENEGA BL, LOS ANGELES	Continued use of existing wireless telecommunications facility as approved per CUP 95-023(2). Request to approve as existing without modification. The existing facility consists of 12 antennas mounted to the penthouse with the equipment housed within the 6th floor of the building. Previous CUP has expired.	1/16/2008	LENNOX	4/21/2009	FEES PAID				

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R2008-00096	REA	201100009	11222 S LA CIENEGA BL, LOS ANGELES	Removal and replacement of 12 AT&T panel antennas with new ones. Addition of one power surge protection system and installation of one RRU PER antenna, one RBS 6601 to be installed within the existing equipment room.	1/11/2011	LENNOX	3/21/2011	REV EXHIBIT "A" APPROVED				
R2008-00096	REA	201100194	11222 S LA CIENEGA BL, LOS ANGELES	RELOCATION OF EQUIPMENT RACKS AND ELECTRICAL SERVICE.	7/14/2011	LENNOX	8/30/2011	REV EXHIBIT "A" APPROVED				
R2008-00191	RCUP	200800024	0 NO ADDRESS , 1430 W. IMPERIAL HIGHWAY	To authorize the expansion of an existing wireless communications facility, antennas mounted to existing monopole and equipment installed at base of antenna structure.	1/30/2008	W ATHENS WESTMONT	2/9/2009	CASE WITHDRAWN				
R2008-01562	RPKD	200900005	10208 MANSEL AV, INGLEWOOD	To demo unpermitted additions, carport and garage; legalize illegal additions; and construct a two-car garage.	8/19/2009	LENNOX	4/26/2010	CASE WITHDRAWN				
R2008-01780	RCUP	200800145	8825 S VERMONT AV, LOS ANGELES	To authorize a new WTF, consisting of cannister antennas placed inside a 35 ft high light pole, located in the parking lot of an existing church in the C-3 zone.	9/17/2008	W ATHENS WESTMONT	1/27/2009	CASE WITHDRAWN				

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Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
R2008-01929	RCUP	200800157	9473 S NORMANDIE AV, LOS ANGELES 9467-9469 S. NORMANDIE AVE.	<p>Redemption Center in the parking lot of a market that is less than 10,000 square feet. Applicant was informed that a CUP is not required for this type of use in this zone. Applicant was also informed that they can file for a Plot Plan Review if the redemption center is on the same property as a super market that has 10,000 square feet or more of floor area. Applicant insisted that they wanted to submit a CUP. Carmen talked to Philip and was told that he could file for the CUP, but that the case may be denied, and that any money paid for this applicaiton would not be refunded.</p> <hr/> <p>November 6, 2008 Samuel M. Lockridge 9467 S. Normandie Ave. Los Angeles, CA 90044 SUBJECT: RCUP T200800157/PROJECT NO. R2008-01929 9467 SOUTH NORMANDIE AVENUE, LOS ANGELES, CA 90044 INCORRECT FILING Dear Mr. Lockridge, An application was received by the Planning Department on October 16, 2008 for a recycling redemption center for the property located at 9467 South Normandie Avenue.</p>	10/14/2008	W ATHENS WESTMONT	11/6/2008	CASE WITHDRAWN				
R2008-01958	RCUP	T200800160	1525 W 105TH ST, LOS ANGELES	To authorize existng apartments (8 units) located in the R-2 zone, West Athens - Westmont CSD, West Athens - Westmont Zoned District. LID exempt. CE Class 1.	10/22/2008	W ATHENS WESTMONT	10/6/2011	FINAL LETTER DISTRIBUTED				
R2008-01987	RCUP	T200800167	10322 S INGLEWOOD AV, INGLEWOOD	To reauthorize an 8-unit apartments in the C-2 zone.	10/29/2008	LENNOX	4/7/2009	AB ADDTL INFO REQUESTED				
R2008-02179	RCUP	T201000038	4542 W SLAUSON AV, LOS ANGELES 4542 W.SLAUSON AVE., LOS ANGELES	<p>The applicant, Jet Motor Inn, is requesting a CUP to authorize the continued operation of a 41-room motel in the C-2 (Nieghborhood Business) Zone, pursuant to Section 22.28.160. The exising motel is a legal non-conforming use due to parking standards. This project qualifies for a CE Class 1.</p>	3/11/2010	VIEW PARK	7/13/2010	APPLICATION RECD				

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Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
R2008-02179	RNCR	T200800015	4542 W SLAUSON AV, LOS ANGELES	The request is for a Non-Conforming Review due to use and standards pursuant to Section 22.56.1500. This grant will authorize the continued operation of a 41 room motel which is non-conforming due to use and standards in the C-2 (Neighborhood Business) Zone. (See RFS letter dated 7-28-08).	11/12/2008	VIEW PARK	5/11/2009	ADDTL INFO REQUESTED				
R2008-02348	RCUP	200800194	4840 W SLAUSON AV, LOS ANGELES	[DENIAL DUE TO INACTIVITY] To authorize a roof-mounted WTF located in the C-2 zone, Park View Zoned District. (CE Class 3)	12/10/2008	VIEW PARK	5/18/2011	DENIAL LETTER SENT				
R2009-02027	RCUP	200900151	1438 W 103RD ST, LOS ANGELES	To reauthorize a non-conforming 9-unit apartment house due to standards, located in the R-2 zone, West Athens - Westmont CSD, West Athens - Westmont Zoned District. LID exempt. CE Class 1.	12/15/2009	W ATHENS WESTMONT	8/9/2011	APPROVED PLANS DISTRIBUTED				
R2010-00371	RCUP	T201000042	8623 S VERMONT AV, LOS ANGELES	To authorize a nonconforming 24 room hotel with 4 parking spaces, located in the C-3 zone, West Athens Westmont CSD, West Athens Westmont Zoned District. LID exempt. CE Class 1.	3/22/2010	W ATHENS WESTMONT	8/11/2010	INITIAL REVIEW				
R2010-00443	RNCR	T201000004	10334 FIRMONA AV, INGLEWOOD	To reauthorize NCR 03-083, a non-conforming market with the sale of alcoholic beverages (ABC Type 20 beer wine retail), one apartment, located in the R-2 zone, Lennox Zoned District. LID exempt. CE Class 1.	4/5/2010	LENNOX	6/9/2010	ROUTED FOR FIRE/FORESTER REVIEW				
R2010-00517	RCUP	T201000049	11102 S LA CIENEGA BL, INGLEWOOD	To reauthorize CUP 97-015, a roof-mounted WTF on an existing storage facility, located in the M-1 zone, Lennox Zoned District. LID exempt. CE Class 1. RFS 10-0009254 (unpermitted billboard).	4/14/2010	LENNOX	5/20/2010	DRP INITIAL REVIEW				
R2010-01082	RCUP	201000112	1208 W 103RD ST, LOS ANGELES	Cancelled CUP not required: CUP FOR A 10 UNIT APARTMENT COMPLEX WITH 8 PARKING SPACES -- an NCR may be the appropriate permit for this project as this project does not meet the required parking, building setbacks, and density per the zone, plan category and CSD.	7/21/2010	W ATHENS WESTMONT	9/1/2010	CLOSED				
R2010-01773	RCUP	T201100085	1148 W 92ND ST, LOS ANGELES	Case conversion from RNCR T201000014	6/23/2011	W ATHENS WESTMONT	6/29/2011	APPLICATION RECD				

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Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
R2010-01773 R2010-01774	RNCR RCUP	201000014 201100086	1148 W 92ND ST, LOS ANGELES 1247 W 91ST ST, LOS ANGELES	To authorize an 8-unit apartment building, which is nonconforming due to development standards, density and parking, an attached 4-car carport and detached 4-car carport located in the R-2 zone, Westmont - West Athens Neighborhood Plan Category RD3.1 (17 du/acre max), West Athens - Westmont CSD, West Athens - Westmont Zoned District. LID exempt. CE Class 1.	11/29/2010 6/23/2011	W ATHENS WESTMONT W ATHENS WESTMONT	6/29/2011 6/29/2011	CASE WITHDRAWN APPLICATION RECD				
R2010-01774	RNCR	201000015	1247 W 91ST ST, LOS ANGELES	To authorize a 4-unit apartment building, which is nonconforming due to development standards, density and parking, an attached 5-car detached carport located in the R-2 zone, Westmont - West Athens Neighborhood Plan Category RD3.1 (17 du/acre max), West Athens - Westmont CSD, West Athens - Westmont Zoned District. LID exempt. CE Class 1.	11/29/2010	W ATHENS WESTMONT	6/29/2011	CASE WITHDRAWN				
R2010-01827 R2010-01869	RCUP RDMV	T201000173 201000006	1556 W 102ND ST, LOS ANGELES 13119 INGLEWOOD AV, HAWTHORNE	To authorize the expansion of an existing child day care center from 22 to 37 children capacity, located in the R-2 zone, West Athen - Westmont CSD, West Athen - Westmont Zoned District. LID exempt. CE Class 3. Used car lot, retail	12/9/2010 12/20/2010	W ATHENS WESTMONT DEL AIRE	9/8/2011 1/26/2011	FINAL LETTER DISTRIBUTED APPROVED				
R2010-01869	RDMV	201100030	13119 INGLEWOOD AV, HAWTHORNE	DMV retail sales (replace the existing freestanding sign) Approved for auto retail sales only per building permits and previous approval (RDMV 201000006, 1/26/11). ANY TI, new signs, change in parking/landscaping requires Planning review. Used car sales only within M-1 zoned portion. Car display area cannot be located within the required parking spaces for the office building (1/250 sf). -sc	6/13/2011	DEL AIRE	6/14/2011	PLOT PLAN INITIAL REVIEW				

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R2011-00120	RCUP	T201100011	4158 W 111TH ST, INGLEWOOD	Conditional Use Permit, under County Code section 22.44.450 (C) 1(a)ii, for the continued use of a grocery store under 5,000 square feet in floor area and located on a corner lot with beer and wine sales for off-site consumption, on the same lot with a single family residence, located in the R-2 (Two-Family Residence) Zone within the Hawthorne Station (Green Line) Transit Oriented District. Grocery Store and residence is legal nonconforming due to standards for parking, landscaping and setbacks, and was last approved under Nonconforming Structure Review 00-167 on March 27, 2001, and expired on March 20, 2011. Type 20 ABC license for beer and wine sales, off-site consumption, is current.	2/3/2011	LENNOX	9/21/2011	REGIONAL PLANNING COMMISSION				
R2011-00187	RDMV	201100011	5140 W 106TH ST, INGLEWOOD	RETAIL AUTO SALES	2/22/2011	LENNOX	2/22/2011	APPLICATION RECD				
R2011-00212	RCUP	T201100023	1531 W 105TH ST, LOS ANGELES	CONDITIONAL USE PERMIT TO LEGALLY ESTABLISH ANOTHER UNIT IN A GARAGE CONVERSION IN AN EXISTING DETACHED APARTMENT BUILDING IN THE R-2 (PURSUANT TO 22.20.200 A) ZONE AND WEST ATHENS - WESTMONT CSD. LID, GB, DTL EXEMPT. CE3.	2/28/2011	W ATHENS WESTMONT	8/16/2011	REVISED PLAN REVIEW				
R2011-00348	RCUP	T201100034	12714 LA CIENEGA , LOS ANGELES	Continued operation of a self storage facility (CP 01-210) located in the C-M-DP Zone. LID, GB, DT, CEQA (C1) exempt. SA W.	3/24/2011	DEL AIRE	9/26/2011	ROUTED TO AGENCY				
R2011-00374	RCUP	201100037	1256 W IMPERIAL HY, LOS ANGELES	To authorize a 72-unit apartment building ("Terracina Apartments"), including a 35% density bonus with a building height incentive, parking, and landscaping, located in the R-2 zone, West Athens CSD, West Athens-Westmont Zoned District. Subject to LID. MND.	3/30/2011	W ATHENS WESTMONT	9/27/2011	NOD FEE PAID				

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Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
R2011-00374	RHSG	201100001	1256 W IMPERIAL HY, LOS ANGELES	To authorize a 72-unit apartment building ("Terracina Apartments"), including a 35% density bonus with a building height incentive, parking, and landscaping, located in the R-2 zone, West Athens CSD, West Athens-Westmont Zoned District. Subject to LID. MND.	3/30/2011	W ATHENS WESTMONT	9/27/2011	NOD FEE PAID				
R2011-00572	RDMV	201100023	10417 HAWTHORNE BL, INGLEWOOD	DMV REFERRAL FOR VEHICLE RETAIL SALES	5/4/2011	LENNOX	9/29/2011	DIRECTOR DENIED - INACTIVITY				
R2011-00719	RCUP	T201100066	4110 ATHENIAN WY, LOS ANGELES	Replacement of an existing water supply booster station a local water system that serves for approximately 6,500 customers in the R-1 zone and E SA. The new booster station will be located at the existing site and the old building will be demolished. GB & DT exempt. Subject to LID. IS required.	5/26/2011	VIEW PARK	9/12/2011	PLANNER ASSIGNED				
R2011-01107	RHSG	T201100003	0 NO ADDRESS ,	17 UNITS IN 4 MULTI-FAMILY STRUCTURES	8/8/2011	LENNOX	8/8/2011	APPLICATION RECD				
R2011-01324	RDMV	201100047	3716 W 54TH ST, LOS ANGELES	DMV Verification for wholesale dealership - no cars on site (selling used cars)	9/20/2011	VIEW PARK	10/3/2011	ADDTL INFO RECD				
R2011-01344	RPKD	T201100005	3804 W SLAUSON AV, LOS ANGELES	Minor parking permit to reduce the total required parking. Soyeon did the research on the site and determined that the existing restaurant needed a minimum of 5 parking spaces. The existing office needs a minimum of 1.8 parking spaces, and based on the OCC. Load determination the school needs a minimum of 12.5 parking spaces. The applicant is proposing to provide a minimum of 14 parking spaces on site.	9/26/2011	VIEW PARK	9/26/2011	APPLICATION RECD				
TR063271	RTM	TR063271	10721 BUFORD AV, INGLEWOOD	11 townhouses	3/16/2006	LENNOX	8/19/2009	TIME EXT GRANTED (PRE-HRG)	MULTIPLE FAMILY	11		0.95
TR067377	RCUP	T200600158	1535 W 120TH ST, LOS ANGELES	CUP REQUIRED TO ALLOW A RESIDENTIAL Planned DEVELOPMENT IN COMPLIANCE WITH RPD PROVISIONS, INCLUDING MODIFICATION TO BUILDING SEPARATION FROM 10 FEET TO SEVEN FEET, REDUCE REAR YARD SETBACK FOR UNIT 21 FROM 15 FEET TO FIVE FEET AND ALLOW SIX-FOOT HIGH WALL WITHIN FRONT YARD SETBACK.	7/5/2006	W ATHENS WESTMONT	9/2/2010	APPLICATION RECD				

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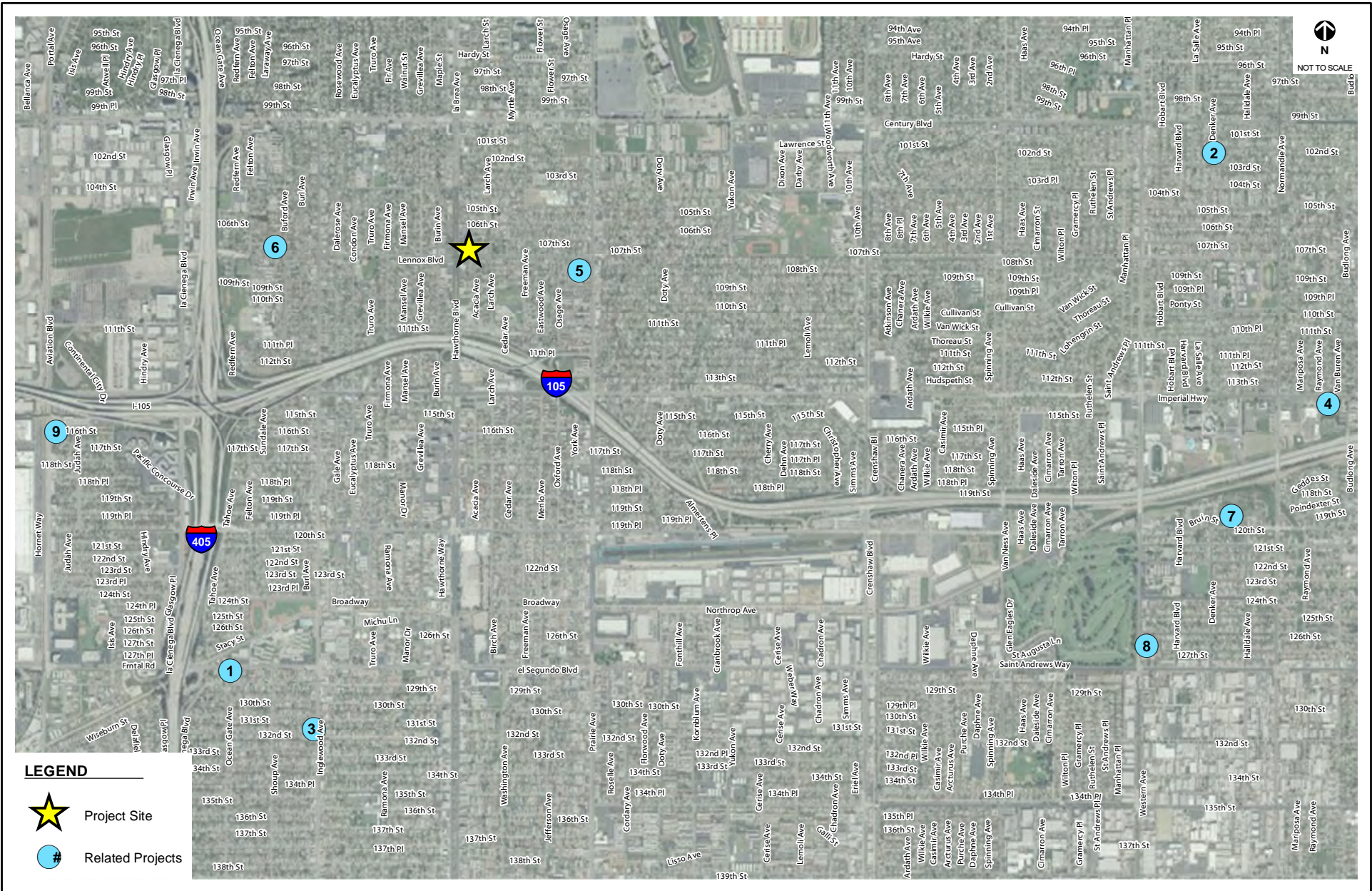
Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
TR067377	REA	201000303	0 NO ADDRESS , 1535 W. 120TH STREET, LOS ANGELES - TR067377	GRADING CONSISTENCY FOR TR 067377 AND LANDSCAPE PLAN, INCLUDING PLANTING, HARDSCAPE, MISC. WALLS. MODEL HOMES, MODEL LANDSCAPING, TRAP FENCING AND CONSTRUCTION	10/12/2010	W ATHENS WESTMONT	2/8/2011	REV EXHIBIT "A" APPROVED				
TR067377	REA	T201100229	0 NO ADDRESS , 1535 WEST 120TH STREET	TRAILER, AND SALES OFFICE. TO REQUESTS AN AMENDMENT TO THE WEST ATHENS-WESTMONT NEIGHBORHOOD PLAN FROM RD 2.3 TO RD 3.1	8/17/2011	W ATHENS WESTMONT	10/4/2011	REV EXHIBIT "A" APPROVED				
TR067377	RPA	T200600006	1535 W 120TH ST, LOS ANGELES		7/5/2006	W ATHENS WESTMONT	9/2/2010	BOS APPROVED				
TR067377	RTM	TR067377	1535 W 120TH ST, LOS ANGELES	TO CREATE ONE MF LOT WITH 69 DETACHED CONDOMINIUM UNITS AND A PRIVATE PARK LOT ON 7.01 GROSS ACRES. REQUEST TO CHANGE ZONING FROM R-1 TO RPD-5000-10U.	7/5/2006	W ATHENS WESTMONT	10/3/2011	EXTENSION GRANTED				
TR067377	RZC	T200600007	1535 W 120TH ST, LOS ANGELES		7/5/2006	W ATHENS WESTMONT	9/2/2010	BOS APPROVED				
TR068503	RAEM	TR068503-1	12650 S WESTER AV, LOS ANGELES 12650 S WESTERN AVENUE	AMENDED EXHIBIT MAP REQUIRED BY CONDITION NO. 13 OF TR 068503 AND CONDITION NO. 13 OF CUP 200700039.	11/3/2010	W ATHENS WESTMONT	11/18/2010	SCM DATE				
TR068503	RCUP	T200700039	0 NO ADDRESS , 12650 S. WESTERN AVE.	For residential use in a commercial zone.	2/13/2007	W ATHENS WESTMONT	8/24/2010	RPC APPROVED				
TR068503	RTM	TR068503	0 NO ADDRESS , 12650 S. WESTERN AVE.	TO CREATE ONE MULTI-FAMILY LOT WITH 14 ATTACHED CONDO UNITS IN TWO BUILDINGS ON 0.89 GROSS ACRES ENV = ND TO AUTHORIZE MIXED USE DEVELOPMENT OF TWO LOTS WITH 390 CONDOMINIUM AND FOR-LEASE UNITS IN ATTACHED BUILDINGS, COMMERCIAL AND PUBLIC FACILITY (MTA USES) USES ON 5.9 ACRES NEAR THE LAX AIRPORT	2/13/2007	W ATHENS WESTMONT	12/2/2010	NOD FEE PAID	MULTIPLE FAMILY	1		0.58
TR070853	RAV	201000002	5508 W 116TH ST, INGLEWOOD		9/7/2010	DEL AIRE	12/8/2010	CASE WITHDRAWN				
TR070853	RAV	T201000003	5508 W 116TH ST, INGLEWOOD	To determine project consistency with the Los Angeles County Airport Land Use Plan. To authorize development of a residential and commercial/retail project in the Mixed Use Development (MXD) zone and to ensure consistency with the Development Program zone.	12/8/2010	DEL AIRE	2/28/2011	RPC PUBLIC HEARING DATE				
TR070853	RCUP	T200900024	11604 AVIATION BL, INGLEWOOD		3/10/2009	DEL AIRE	2/16/2011	RPC PH CONTD				

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Project	Permit Type	Permit Number	Site Location	Permit Description	Date Filed	Zoned District	Last Action Date	Last Action	Lot Type	Nbr of Lots	Nbr of Units	Nbr of Acres
TR070853	RPA	T200900002	11604 AVIATION BL, INGLEWOOD	To amend 3.2 acres within the Los Angeles Countywide General Plan from Category 1 (Low Density Residential - one to six Dwelling Units per acre) to Category 4 (High Density Residential - 22 or more Dwelling Units per acre); and to pre-designate 2.7 acres located within the City of Los Angeles from Public Facility to Category 4 (High Density Residential).	3/10/2009	DEL AIRE	2/16/2011	RPC PH CONTD				
TR070853	RPKP	T201000008	5532 W 116TH ST, INGLEWOOD	To authorize shared and reciprocal parking between Lot Nos. 1 and 2; and 312 tandem parking spaces.	9/7/2010	DEL AIRE	2/16/2011	RPC PH CONTD				
TR070853	RTM	TR070853	11604 AVIATION BL, INGLEWOOD	To create a two-lot mixed use development with 376 multi-family residential units (264 condominium units and 112 apartment units), and 29,500 square feet of commercial/retail space on 5.9 gross acres.	3/10/2009	DEL AIRE	9/30/2011	SCM DATE				
TR070853	RZC	T200900002	11604 AVIATION BL, INGLEWOOD	To change 0.9 acre from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residence) zone to MXD-68U-DP (Mixed Use Development-68 Dwelling Units per Net Acre-Development Program) zone; and to pre-zone 2.7 acres located within the City of Los Angeles from PF (Public Facilities) zone to MXD-68U-DP zone.	3/10/2009	DEL AIRE	2/16/2011	RPC PH CONTD				
TR071251	RTM	TR071251	0 NO ADDRESS , 120TH ST.	To subdivide a 38152 sf lot into 5 parcels.	12/23/2009	W ATHENS WESTMONT	10/4/2011	REVISION RECD				
TR071251	RVAR	T200900013	0 NO ADDRESS , 120TH ST.	5-lot subdivision with narrow lot width	12/23/2009	W ATHENS WESTMONT	12/23/2009	APPLICATION RECD				
ZEC7358	REA	201000005	4401 CRENSHAW BL, LOS ANGELES	Install one channel letter wall sign "Chase" logo, remove existing pole sign and install new double faced illuminated pole sign, and reface existing cabinet wall sign	1/7/2010	VIEW PARK	1/25/2010	REV EXHIBIT "A" APPROVED				
	RADV	T200700018	0 NO ADDRESS ,		10/3/2007	W ATHENS WESTMONT						
	RAV	T200700001	1326 W IMPERIAL HY, LOS ANGELES	ALUC heliport review	3/5/2007	W ATHENS WESTMONT						
	RZV	201100003	10121 BUFORD AV, INGLEWOOD	zoning verification letter for multifamily residential	2/28/2011	LENNOX	2/28/2011	APPLICATION RECD				
	RZV	201100013	5014 W EL SEGUNDO BL, HAWTHORNE	JACK IN TH BOX	5/3/2011	DEL AIRE	5/5/2011	LETTER DISTRIBUTED				
	RZV	201100017	9715 S NORMANDIE AV, LOS ANGELES	ZONING VERIFICATION FOR BAKERY	6/9/2011	W ATHENS WESTMONT	6/13/2011	LETTER DISTRIBUTED				
	RZV	201100024	1036 W 97TH ST, LOS ANGELES	ZONING VERIFICATION FOR A RESIDENCE	7/6/2011	W ATHENS WESTMONT	7/12/2011	LETTER DISTRIBUTED				



RELATED PROJECT LIST

Sr. No.	Project	Permit Type	Address	City/Area	Description
1	Jack-in-the-Box	RZV	5014 W El Segundo Boulevard	Hawthorne	Fast-Food Restaurant - Jack-in-the-box
2	Child Care Center	RCUP	1556 W 102nd Street	Los Angeles	Expand existing child day care center from 22 to 37 children
3	Used Car Sales	RDMV	13119 Inglewood Avenue	Hawthorne	39,000 sq. ft. used cars sale lot
4	Terracina Apartments	RCUP	1256 W Imperial Highway	Los Angeles	72-unit apartment building
5	Multi-family housing	RHSG	Lennox Boulevard & 109th Street	Lennox	17 units multi-family housing
6	Multi-family housing	RTM	10721 Buford Avenue	Inglewood	11 townhouses
7	Multi-family housing	RTM	1535 W 120th Street	Los Angeles	69 detached condominiums and 7.01 acres private park
8	Multi-family housing	RTM	12650 S. Western Avenue	Los Angeles	14 condominium units
9	Mixed-use development	RPA	11604 Aviation Boulevard	Inglewood	To create a two-lot mixed use development with 376 multi-family residential units (264 condominium units and 112 apartment units), and 29,500 square feet of commercial/retail space on 5.9 gross acres.

APPENDIX I

MITIGATION MONITORING AND REPORTING PROGRAM

APPENDIX I - MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Lennox Library and Community Center Project (the Project”) in compliance with Section 21081.6 of the Public Resources Code and Section 15097 of the CEQA Guidelines, which is required for all projects where an Environmental Impact Report (EIR) or Mitigated Negative Declaration has been prepared. Section 21081.6 of the Public Resources Code states: “ ...the [lead] agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and the program] shall be designed to ensure compliance during project implementation.” The County of Los Angeles is the Lead Agency for the Project.

This MMRP identifies the mitigation measures prescribed in the Draft MND to reduce the Project’s potentially significant environmental impacts to a less than significant level. The MMRP defines the timing during which the mitigation measure is to be implemented and monitored; the enforcement agency; and the verification/approval party. The MMRP is included as Table I-1 below.

Table I-1

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation (I)/ Monitoring (M) Phase	Enforcement Agency	Verification		
			Staff Compliance Verification	Date of Implementation (I)/ Monitoring (M)	Remarks
Biological Resources					
Mitigation Measure BIO-1: In accordance with the federal Migratory Bird Treaty Act (MBTA), any removal of mature trees shall be conducted between September 1 and February 14 to avoid the nesting season. If construction activity is to occur during the nesting season, all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist no more than seven (7) days prior to removal. If any active nests are detected, the area shall be flagged, along with a minimum 100-foot buffer (buffer may range between 100 and 300 feet as determined by the monitoring biologist), and shall be avoided until the nesting cycle has concluded or the monitoring biologist determines that the nest has failed. Monitoring by the biologist shall conclude when the nesting cycle has concluded or the monitoring biologist determines that the nest has failed.	(I) Pre-construction; during construction (M) Pre-construction; during construction	<ul style="list-style-type: none"> ▪ Los Angeles County Department of Public Works 	(I) (M)	(I) (M)	
Cultural Resources					
Mitigation Measure CULT-1: If archaeological resources (historic or prehistoric) are encountered during implementation of the proposed project, ground-disturbing activities shall temporarily be halted. The Applicant shall immediately notify a qualified archaeologist of the find. The archaeologist shall coordinate with the Applicant as to the immediate treatment of the find until a proper site visit and evaluation is made by a qualified	(I) During construction (M) During construction	<ul style="list-style-type: none"> ▪ Los Angeles County Department of Public Works 	(I) (M)	(I) (M)	

Table I-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation (I)/ Monitoring (M) Phase	Enforcement Agency	Verification		
			Staff Compliance Verification	Date of Implementation (I)/ Monitoring (M)	Remarks
archaeologist. Treatment may include the implementation of an archaeological testing or data recovery program or preservation in place. The archaeologist shall prepare a final report about the find to be filed with the County and the South Central Coastal Information Center as they archive all regional archaeological reports and site records. The report shall include documentation and interpretation of resources recovered. Interpretation will include full evaluation of the eligibility with respect to the California Register of Historical Resources and CEQA. The Applicant (or land owner), in consultation with the archaeologist and Lead Agency, shall designate repositories in the event that resources are recovered. The archaeologist shall also determine the need and terms for archaeological monitoring for any further ground-disturbing activities in the area of the find thereafter.					
Mitigation Measure CULT-2: If paleontological resources (i.e., fossil mammoths, bison, rabbits, rodents, etc.) are encountered during implementation of the proposed project, ground-disturbing activities shall temporarily be redirected from the vicinity of the find. The Applicant shall immediately notify a qualified paleontologist of the find. The paleontologist shall coordinate with the County as to the immediate treatment of the find until a proper site visit and evaluation is made by the paleontologist. Treatment may include the implementation of a fossil recovery program or preservation in place. The paleontologist shall	(I) During construction (M) During construction	<ul style="list-style-type: none"> ▪ Los Angeles County Department of Public Works 	(I) (M)	(I) (M)	

Table I-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation (I)/ Monitoring (M) Phase	Enforcement Agency	Verification		
			Staff Compliance Verification	Date of Implementation (I)/ Monitoring (M)	Remarks
prepare a final report about the find to be filed with the County and the Natural History Museum of Los Angeles County. The report shall include documentation and interpretation of resources recovered. The County, in consultation with the paleontologist, shall designate repositories in the event that resources are recovered. The paleontologist shall also determine the need and terms for further paleontological monitoring for any ground-disturbing activities in the area of the find thereafter.					
Mitigation Measure CULT-3: If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will be given 48 hours from notification by the NAHC to inspect the site of the discovery of Native American remains and to recommend to the Applicant or landowner means for treating and disposition, with appropriate dignity, the human remains and any associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.	(I) During construction (M) During construction	<ul style="list-style-type: none"> ▪ Los Angeles County Department of Public Works 	(I) (M)	(I) (M)	

Table I-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation (I)/ Monitoring (M) Phase	Enforcement Agency	Verification		
			Staff Compliance Verification	Date of Implementation (I)/ Monitoring (M)	Remarks
Geology and Soils					
Mitigation Measure GEO-1: Prior to the issuance of building or grading permits, the County of Los Angeles Department of Public Works shall ensure that the site-specific design recommendations in the Final Geotechnical Report are incorporated into the final project plans/design.	(I) Prior to the issuance of building or grading permits (M) During preparation of final project plans/design	▪ Los Angeles County Department of Public Works	(I) (M)	(I) (M)	
Noise					
Mitigation Measure N-1: Noise-generating equipment operated at the project site shall be equipped with the most effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be periodically inspected and properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.	(I) During construction (M) During construction	▪ Los Angeles County Department of Public Works	(I) (M)	(I) (M)	
Mitigation Measure N-2: Truck deliveries and haul routes shall be directed away from noise sensitive uses, i.e., residential uses and schools, to the maximum extent possible.	(I) During construction (M) During construction	▪ Los Angeles County Department of Public Works	(I) (M)	(I) (M)	
Mitigation Measure N-3: Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously (more than 4 pieces of heavy construction equipment).	(I) During construction (M) During construction	▪ Los Angeles County Department of Public Works	(I) (M)	(I) (M)	



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