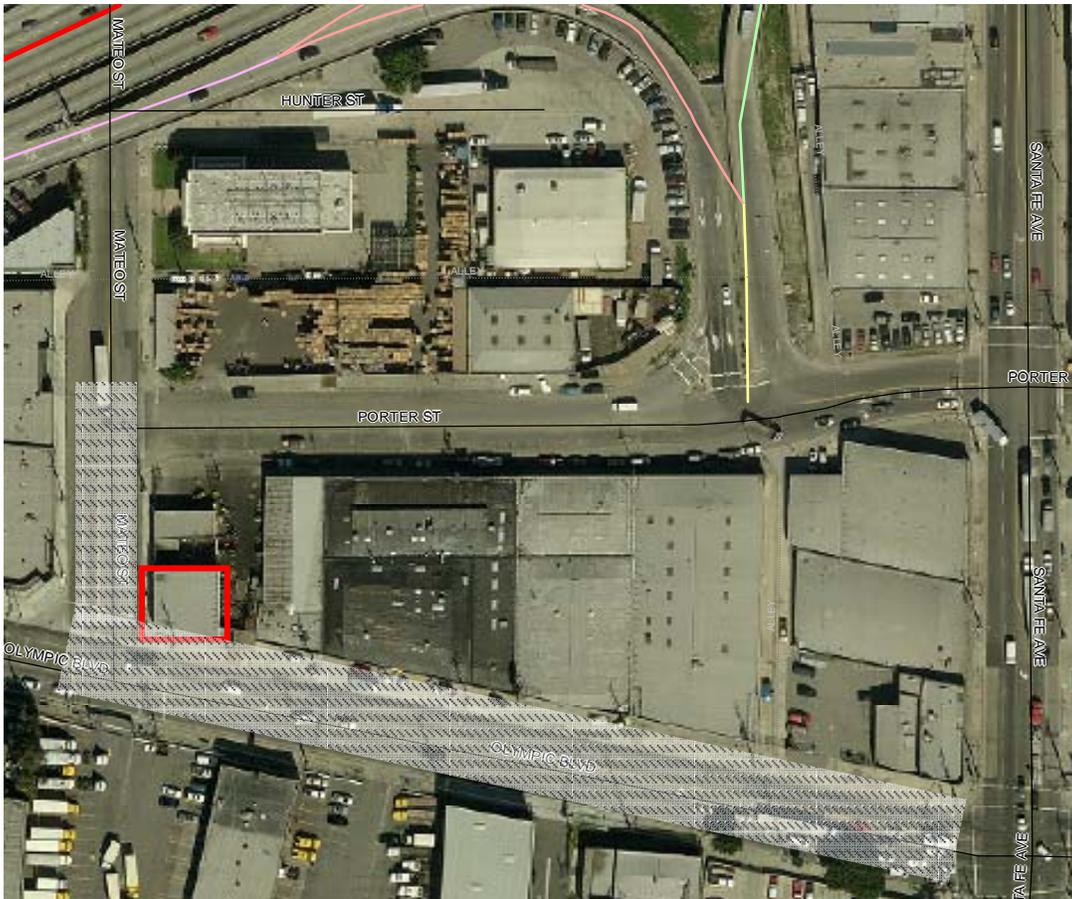


*Initial Study/
Negative Declaration
for*

**Olympic Boulevard and Mateo Street Improvements
(W.O. E6000779)**



City of Los Angeles



**Bureau of Engineering
Environmental Management Group**

April 6, 2011

TRANSMITTAL 1

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LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

ORIGINAL FILED

APR 12 2011

ANTONIO R. VILLARAIGOSA
MAYOR

LOS ANGELES, COUNTY CLERK

April 11, 2011

DOCUMENT FILED
City Clerk's Office

No: NG-11-122-BE

Certified by EGG

Date: APR 7 2011

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE
OLYMPIC BOULEVARD AND MATEO STREET IMPROVEMENTS (W.O. E6000779)**

Pursuant to the State of California Public Resources Code Article 7 of the California Environmental Quality Act (CEQA), as amended, the City of Los Angeles Bureau of Engineering has prepared an Initial Study for the project described below. Under CEQA, the City identified no significant impacts and proposes to adopt a Negative Declaration.

Project Location: The proposed project is located on Olympic Boulevard between Mateo Street and Santa Fe Avenue and Mateo Street between Olympic Blvd. and Porter Street. The Los Angeles River is approximately 0.36 mile east of the project site.

Project Description: The proposed project consists of property acquisition and street widening. The City of Los Angeles proposes to widen westbound Olympic Boulevard between Mateo Street and Santa Fe Avenue for right turn lane, and northbound Mateo Street between Olympic Blvd. and Porter Street for increased curb return to improve freeway access. Prior to construction, the City would acquire and demolish the building at 2301-2303 Olympic Boulevard, APN 5167001038. The building to be acquired is currently not in use. The adjacent building located at 1530 – 1534 Mateo Street is currently being used as a fork lift repair and rental business. This structure will remain standing.

The project site is within the South Industrial Area and the Alameda Corridor Project, which is intended to facilitate access to the ports. The proposed project would improve access to the Santa Monica Freeway and thus improve traffic circulation along Olympic Blvd.

This notice is intended to give interested parties an opportunity to comment on the proposed project. The Initial Study is available for review at Little Tokyo Branch Library, 203 S. Los Angeles Street, Los Angeles, CA 90012 – Tel. (213) 612-0525. A copy of the Initial Study may also be obtained by contacting Catalina Hernandez of the Bureau of Engineering at (213) 485-5756 and can also be accessed online at <http://eng.lacity.org/techdocs/emg/>.

The 20-day public review period starts April 14 and ends May 5, 2011. **Comments must be received by May 5, 2011 in writing, by email to Catalina.Hernandez@lacity.org, or by mail to:**

City of Los Angeles Department of Public Works
Bureau of Engineering, EMG
Attn: Catalina Hernandez, Environmental Specialist
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213

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



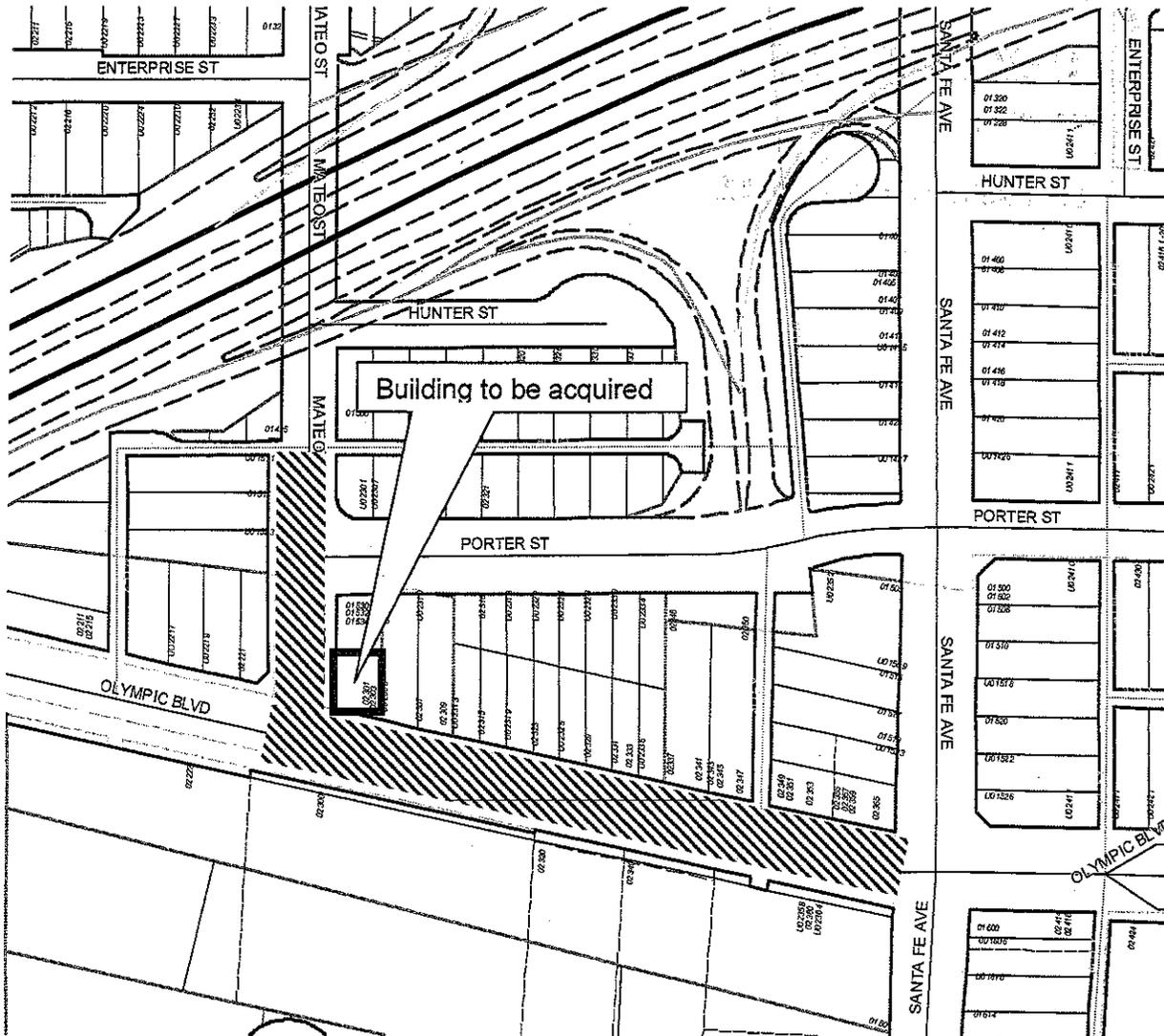


Figure1. Project Location - Street widening project area indicated by hatched areas.

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NEGATIVE DECLARATION
 (Article I, City CEQA Guidelines)

DOCUMENT FILED
City Clerk's Office

No. NG-11-122-BE

Certified by Egg

APR 7 2011

Date:

LEAD CITY AGENCY AND ADDRESS: Department of Public Works, Bureau of Engineering 1149 Broadway, Suite 600, Los Angeles 90015	COUNCIL DISTRICT 14
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PROJECT TITLE: Olympic Boulevard and Mateo Street Improvements (W.O. E6000779)	T.G. 634-H7
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PROJECT LOCATION: The proposed project is located on Olympic Boulevard between Mateo Street and Santa Fe Avenue and Mateo Street between Olympic Blvd. and Porter Street. The Los Angeles River is approximately 0.36 mile east of the project site.

DESCRIPTION: The proposed project consists of property acquisition and street widening. The City of Los Angeles proposes to widen westbound Olympic Boulevard between Mateo Street and Santa Fe Avenue for right turn lane, and northbound Mateo Street between Olympic Boulevard and Porter Street for increased curb return to improve freeway access. Prior to construction, the City would acquire and demolish the building at 2301-2303 Olympic Boulevard, APN 5167001038. The building to be acquired is currently not in use. The adjacent building located at 1530 – 1534 Mateo Street is currently being used as a fork lift repair and rental business. This structure will remain standing.

The project site is within the South Industrial Area and the Alameda Corridor Project, which is intended to facilitate access to the ports. The proposed project would improve access to the Santa Monica Freeway and thus improve traffic circulation along Olympic Blvd.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:

FINDING: The **City Engineer** of the City of Los Angeles has determined the proposed project could not have a significant effect on the environment. See attached Initial Study.

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached, together with the responses of the lead City agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

PERSON PREPARING THIS FORM	ADDRESS	TELEPHONE NUMBER
Catalina Hernandez Environmental Specialist II	1149 S. Broadway, Suite 600, MS 939 Los Angeles, CA 90015	(213) 485-5756

SIGNATURE (Official) Jim Doty, Acting Manager Environmental Management Group 	DATE 4-5-11
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CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY

Council District: 14

Date: April 6, 2011

Lead City Agency: Department of Public Works

Project Title: **Olympic Boulevard and Mateo Street Improvements**

I. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of informing decision-makers and the public regarding potential environmental effects of proposed projects; identifying methods of avoiding environmental damage; and disclosing to the public reasons for a project's approved even if it leads to environmental damage. The City of Los Angeles (City) Bureau of Engineering Environmental Management Group (EMG) has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an initial study is required.

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

B. Process

The proposal to adopt a negative declaration (or mitigated negative declaration) initiates a twenty-day public comment period. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the initial study and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed project. If a reviewer believes there is substantial evidence that the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

Prior to making a determination, the decision-making body must consider the initial study together with any comments received during the public comment review process. The decision-making body will adopt the initial study only if it finds, on the basis of the whole record before it, that there is no substantial evidence that the project will have a significant effect on the environment and that the study reflects the lead agency's independent judgment and analysis.

Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The agenda for Board of Public Works can be obtained via the internet at <http://bpw.lacity.org/Secretariat/Agendas.html>. The Council agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling 213/978-1047, 213/978-1048 or TDD/TTY 213/978-1055; or via the internet at <http://www.lacity.org/CLK/index.htm>.

If the project is approved, the City will file a Notice of Determination with the County Clerk within 5 days. The notice of determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

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

II. PROJECT DESCRIPTION

A. Location

The project site lies within the Central City North Community of Los Angeles and within Council District 14 (Figure 1). The proposed project is located on Olympic Boulevard between Mateo Street and Santa Fe Avenue and Mateo Street between Olympic Blvd. and Porter Street (Figures 1 & 2). The Los Angeles River is approximately 0.36 mile east of the project site.

B. Purpose

The proposed project consists of property acquisition and street widening. The City of Los Angeles proposes to widen westbound Olympic Boulevard between Mateo Street and Santa Fe Avenue for right turn lane, and northbound Mateo Street between Olympic Blvd. and Porter Street for increased curb return to improve freeway access. Prior to construction, the City would acquire and demolish the building at 2301-2303 Olympic Boulevard, APN 5167001038. The building to be acquired is currently not in use. The

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

adjacent building located at 1530 – 1534 Mateo Street is currently being used as a fork lift repair and rental business. This structure will remain standing.

The project site is within the South Industrial Area and the Alameda Corridor Project, which is intended to facilitate access to the ports. The proposed project would improve access to the Santa Monica Freeway and thus improve traffic circulation along Olympic Boulevard.

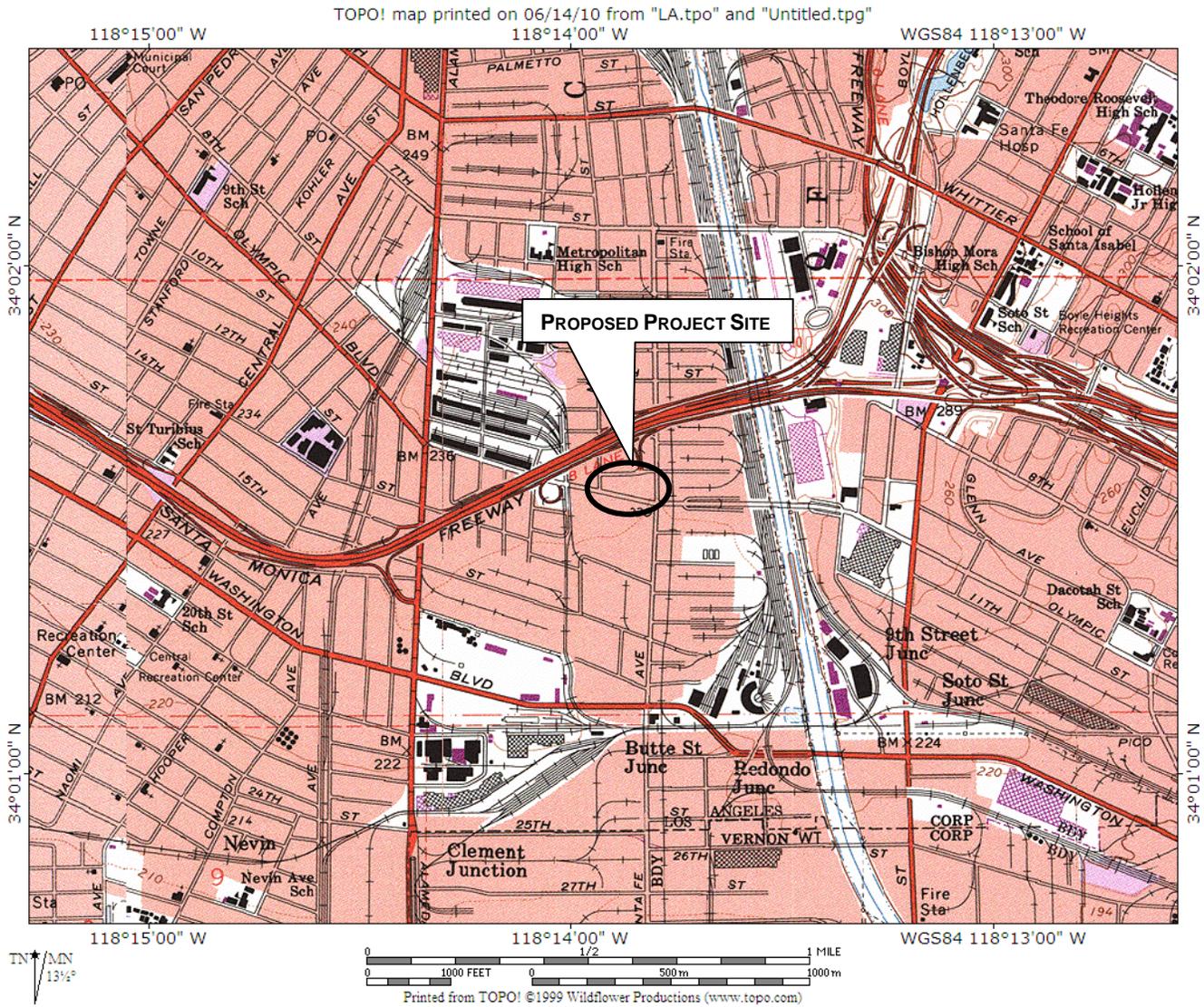


Figure1. Project Location

INITIAL STUDY
PUBLIC WORKS – BUREAU OF ENGINEERING

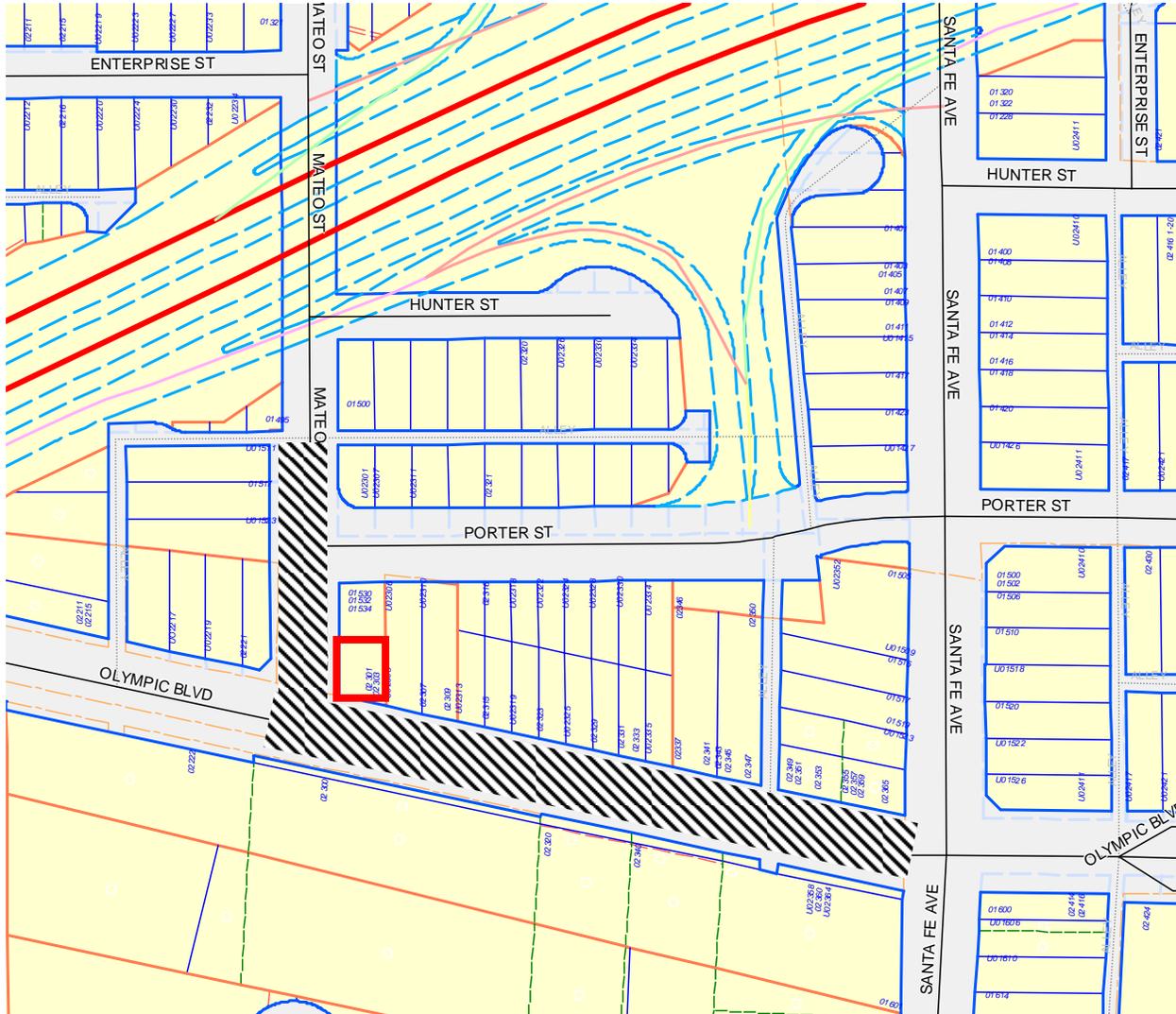


Figure 2: Project Site Map – Building to be acquired and demolished outlined in red. Street widening project area indicated by hatched areas.

C. Description

The proposed project consists of widening westbound Olympic Boulevard between Mateo Street and Santa Fe Avenue for right-turn lane and northbound Mateo Street between Olympic Blvd. and Porter Street for increased curb return to improve freeway access.

Property Acquisition Prior to construction, the City would acquire and demolish the building at 2301-2303 Olympic Blvd., APN 5167001038.

Widening The City of Los Angeles proposes to widen westbound Olympic Blvd. between Mateo St. and Santa Fe Ave. for right turn lane, and northbound Mateo St. between Olympic Blvd. and Porter St. for increased curb return to improve freeway access.

Utilities Utility poles on Olympic Blvd. will be removed and replaced just northward on the new sidewalk.

Metro The Metro bus stop currently at the northeast corner of Olympic Blvd. and Mateo St. will be moved west of Mateo St. on Olympic Blvd.

Driveways There are currently five (5) driveways on Olympic Blvd. east of Mateo St. Three driveways adjacent to existing garages will be replaced after the street is widened. Two will be removed since they do not serve any garages.

Project Actions and Approvals

The proposed project and environmental documentation, including this IS/ND, would require approval by the City of Los Angeles Board of Public Works and City Council. Additional anticipated approvals or permits for the proposed project include, but are not limited to the following:

- City of Los Angeles Department of Building and Safety - demolition, building and grading permits
- City of Los Angeles Department of Public Works - A and/or B permits
- Los Angeles City Department Water and Power – possible electrical upgrade
- L.A. Metro – relocation of the current bus stop at Olympic Blvd. and Mateo St.

The analysis in this document assumes that, unless otherwise stated, the proposed project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and Bureau of Engineering *Standard Plans*). Construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications For Public Works Construction [AKA "The Brown Book," formerly Standard Plan S-610]).

III. EXISTING ENVIRONMENT

The project site and vicinity are located within a fully industrialized area of Los Angeles zoned for heavy manufacturing. Olympic Boulevard and Porter Street run east-west and Mateo Street and Santa Fe Avenue run north-south. Olympic Boulevard is classified a Major Highway – Class II. Mateo Street and Santa Fe Avenue are classified Secondary Highways. Porter Street is classified a Collector Street. The Los Angeles River is approximately 0.36 mile east of the project site.

The project site is currently paved and the site is surrounded by parcels which are zoned for manufacturing uses. (Refer to Figure 3 for an aerial view of the project site).

The project site is located within the Los Angeles Quadrangle of the United States Geological Survey 7.5-Minute series topographic map (see Figure 1) and is situated at approximately 232 feet above mean sea level.

The project site is not located within an Alquist-Priolo fault zone area, an earthquake landslide hazard area, high wind area, very high fire hazard severity zone, flood hazard area, or area subject to inundation from a tsunami or dam failure. There are no oil wells within the boundaries of the project site.

A search of the California Department of Fish and Game, *California Natural Diversity Database* found two occurrences of a species which is federally and/or state listed as endangered or threatened within the Los Angeles Quadrangle of the USGS topographic map. However, the project site does not contain any habitat suitable for this species.

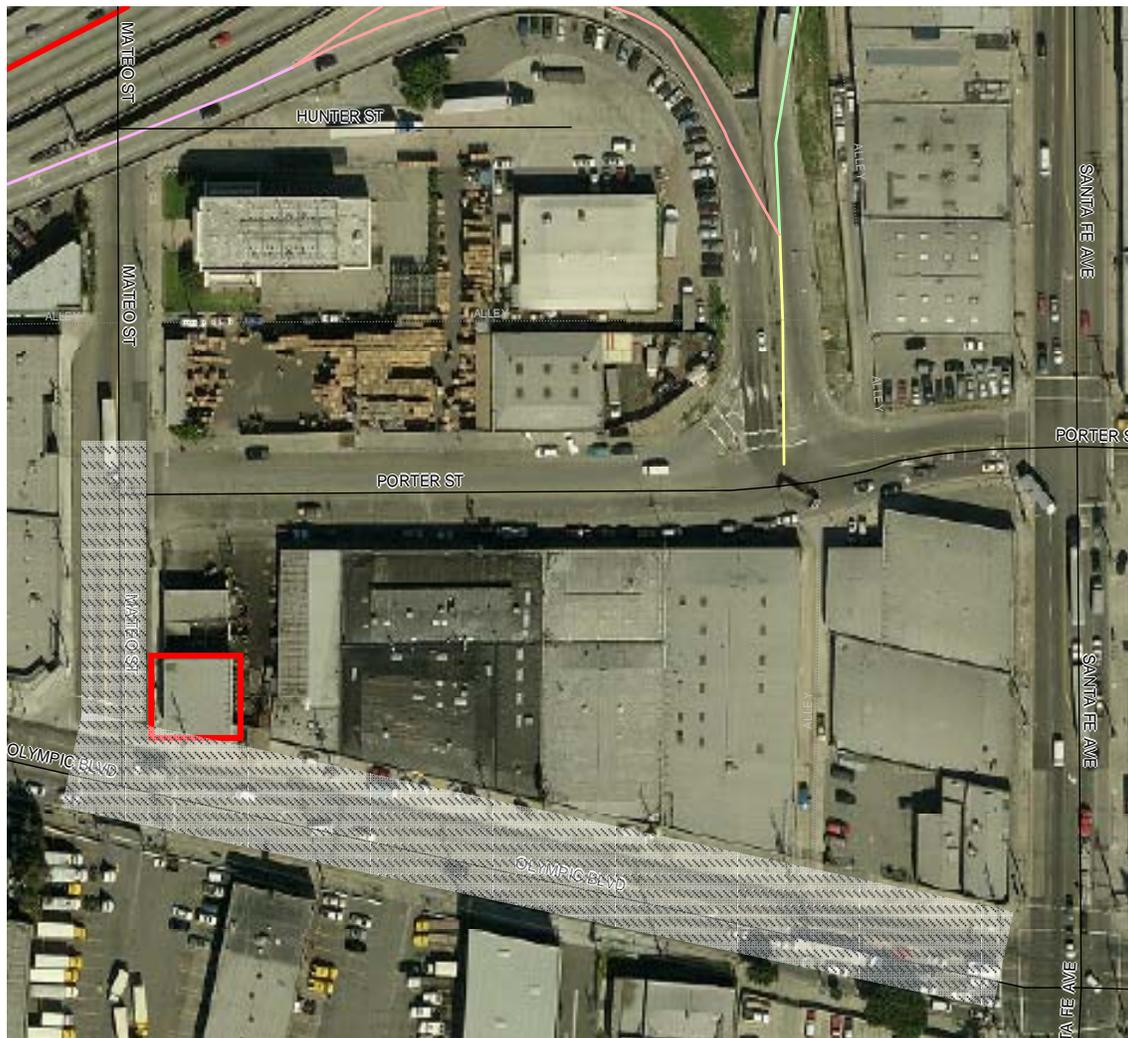


Figure 3. Aerial View of Project Site

IV. ENVIRONMENTAL IMPACT EVALUATION

This section documents the screening process used to identify and focus upon environmental impacts that could result from this project. The IS Checklist below follows closely the form prepared by the Governor’s Office of Planning and Research and was used in conjunction with the City’s *CEQA Thresholds Guide* and other sources to screen and focus upon potential environmental impacts resulting from this project. Impacts are separated into the following categories:

- No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A “No Impact” finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of “No Impact” is explained where the finding 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).
- Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant impacts.
- Less Than Significant After Mitigation. This category applies where the incorporation of mitigation measures would reduce a “Potentially Significant Impact” to a “Less Than Significant Impact.” The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference.
- Potentially Significant Impact. This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required. There are no such impacts for the proposed project.

Sources of information that adequately support findings of no impact are referenced following each question. All sources so referenced are available for review at the offices of the Bureau of Engineering, 1149 South Broadway Suite 600 Los Angeles, California 90015. (Call Catalina Hernandez at (213) 485-5756 for an appointment.) Answers to other questions (as well as answers of “no impact” that need further explanation) are discussed following each question.

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

1. AESTHETICS – Would the project:

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

Reference: 11 (Sections A.1 and A.2)

Comment: A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista.

No scenic vistas exist on or in close proximity to the project site.

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

Reference: 11 (Sections A.1 and A.2), 7

Comment: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed as a result of the proposed project.

No state-designated scenic highways are located within the vicinity of the project site.

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

Reference: 11 (Sections A.1 and A.2)

Comment: A significant impact may occur if the proposed project introduces incompatible visual elements to the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

The proposed project would not make any significant changes to the visual character that currently exists. Street improvements would occur in the public right-of way

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

Reference: 11 (Section A.4)

Comment: A significant impact would occur if the proposed project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional uses that require minimum illumination for proper function, and natural areas.

The proposed project would not introduce significant sources of artificial light that could adversely affect sensitive residential uses or nighttime views.

2. AGRICULTURE RESOURCES – Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

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?

Reference: 2

Comment: A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists within the City of Los Angeles.

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

Reference: 9, 10

Comment: A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use, or indicated under a Williamson Act contract, from agricultural use to another non-agricultural use.

The area surrounding the proposed project is zoned for industrial and heavy manufacturing uses. No nearby land is zoned for or contains agricultural uses.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?

Reference: 9, 10

Comment: A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use.

Refer to discussion under 2 (a) and 2 (b) above.

3. AIR QUALITY – Would the project:

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

Reference: 9, 11 (B.1, B.2), 17

Comment: The proposed project is located within the South Coast Air Basin under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the air pollution control district responsible for the Air Quality Management Plan (AQMP), which is a comprehensive air pollution control program for attaining state and federal ambient air quality standards. As part of its General Plan, the City adopted an Air Quality Element that contains policies and goals for attaining state and federal air quality standards, while simultaneously facilitating local economic growth and includes implementation strategies for local programs contained in the AQMP. A significant impact would occur if the project were not consistent with the AQMP or the City's General Plan.

The Central City North Community Plan recognizes the lack of adequate access to industrial areas due to outdated street design and circulation patterns. The proposed project would serve existing and

Issues

Potentially Significant Impact
Less Than Significant
...
Less Than Significant
No Impact

intended land uses and would not include regional employment or population growth. The main objective of the project is to improve access to the Santa Monica Freeway and thus improve traffic circulation along Olympic Boulevard. Existing land uses would not be changed. The project would also not result in a violation of air quality standards, as discussed in item 3(b) below. The project would therefore be consistent with the AQMP.

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

Reference: 11 (B.1, B.2), 17

Comment: A significant impact may occur if the proposed project violated any SCAQMD air quality standard. The SCAQMD has set thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO₂), and particulate matter (PM₁₀) emissions resulting from construction and operation in the South Coast Air Basin. SCAQMD has also set interim CEQA greenhouse gases (GHG) thresholds for industrial projects.

Construction and operation emissions have been estimated using the URBEMIS 2007 (Version 9.2.4) computer model recommended by the SCAQMD (See Appendix A). As shown below, daily construction and operational emissions would not exceed SCAQMD significance thresholds.

Olympic & Mateo Street Improvements: Peak Daily Emissions						
Construction Emissions (lbs/day, unmitigated)	ROG	NOx	CO	SO2	PM10	PM2.5
	5.98	44.95	29.02	0.00	9.33	3.74
SCAQMD Construction Thresholds (lbs/day)	75	100	550	150	150	55
Exceed Threshold?	NO	NO	NO	NO	NO	NO
Operational Emissions	0.98	1.17	10.80	0.01	2.11	0.41
SCAQMD Operations Thresholds (lbs/day)	55	55	550	150	150	55
Exceed Threshold?	NO	NO	NO	NO	NO	NO

CO² EMISSIONS

Construction Phase	Operation Phase
421.69 metric tons/year	202.11 metric tons/year

Minimal emissions are anticipated as a result of operation and maintenance. The total emissions from worker vehicle exhaust are considered negligible and should not exceed SCAQMD daily operational emission thresholds or have a significant impact on air quality.

Although construction emission are anticipated to be below SCAQMD thresholds, contractors would be required to follow all applicable SCAQMD rules and regulations, including AQMD Rule 403 (Fugitive Dust) and 431 (Diesel Equipment), to minimize air quality impacts. Contractors, for example, would water dusty areas and minimize the tracking of soil from unpaved dirt areas to paved roads.

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

SCAQMD has recommended a greenhouse gas significance threshold of 10,000 metric tons per year of carbon dioxide equivalent (CO²) for assessing the significance of potential GHG emissions. SCAQMD allows GHG emissions from construction to be amortized over 30 years. The calculated CO² for this project is far below the SCAQMD recommended threshold, and therefore not expected to have a significant impact.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Reference: 11 (B.1,B.2)

Comment: A significant impact may occur if the proposed project would result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin exceeds federal and state ambient air quality standards and has been designated as an area of non-attainment by the USEPA and/or California Air Resources Board. The South Coast Air Basin is a non-attainment area for carbon monoxide, nitrogen dioxide, ozone, particulate matter (PM10), and fine particulate matter (PM2.5).

As indicated in item 3(b) above, construction and operational emissions of the project would not exceed the SCAQMD's thresholds of significance for criteria pollutants. For those emissions generated during construction, the minor generation of criteria pollutants would be temporary and short-term in nature.

- d) Expose sensitive receptors to substantial pollutant concentrations?

Reference: 11 (B.1,B.2 and B.3)

Comment: A significant impact may occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would significantly affect sensitive receptors.

As discussed above, the proposed project is not anticipated to result in substantial pollutant concentrations.

- e) Create objectionable odors affecting a substantial number of people?

Reference: 11 (B.1, B.2)

Comment: During construction, sources of odor are diesel emissions from construction equipment and volatile organic compounds from sealant applications or paving activities. However, these odors would be temporary and localized. Nonetheless, applicable best management practices such as those in SCAQMD Rule 431 (Diesel Equipment) would, in addition to minimizing air quality impacts, also help minimize potential construction odors.

4. BIOLOGICAL RESOURCES – Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

California Department of Fish and Game or U.S. Fish and Wildlife Service?

Reference: 5, 11 (C)

Comment: A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited.

The California Department of Fish and Game (CDFG), *California Natural Diversity Database* lists two occurrences of one species which is federally and/or state listed as endangered or threatened within the Los Angeles topographic quad, as follows:

Species	Habitat Associations	Comments
Southwestern willow flycatcher (<i>Empidonax traillii extimus</i>)	Riparian woodlands	No habitat on site

The proposed project is located within an urbanized area and surrounded by parcels which are zoned for heavy manufacturing uses. No habitat exists within project boundaries. No impact has been identified.

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

Reference: 5, 11 (C), 12, 19

Comment: A significant impact may occur if riparian habitat or any other sensitive natural community were to be adversely modified.

The proposed project is not located within a Significant Ecological Area or other natural community containing riparian habitat or sensitive biological resources. The Los Angeles River is approximately 0.36 miles east of the proposed site and runs in a northwesterly direction north of Olympic Blvd. No impact to the river is anticipated. See comment for 4(a).

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?

Reference: 11 (C), 19

Comment: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act would be modified or removed.

A review of the National Wetlands Inventory provided by U.S. Fish and Wildlife Service indicates that there are no wetlands within or adjacent to the construction area. All construction will be on existing public right of way. The generalized land use immediately surrounding the project area is industrial and heavy manufacturing uses. The Los Angeles River, classified as a Riverine Wetland, is approximately 0.36 miles east of the project site. See comment for 4(a).

Issues

- | | Potentially Significant Impact | Less Than Significant With | Less Than Significant | No Impact |
|--|--------------------------------|--------------------------------------|--------------------------|-------------------------------------|
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Reference: 5, 11 (C)

Comment: A significant impact may occur if the proposed project interferes or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites.

The project area is highly urbanized for heavy manufacturing uses and does not provide significant habitat for wildlife. No sensitive habitats were identified within the project site or vicinity.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Reference: 6, 11 (C)

Comment: A significant impact may occur if the proposed project would cause an impact that was inconsistent with local regulations pertaining to biological resources.

There are no trees or other vegetation within the project site. No impact to biological resources is expected.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Reference: 5, 11(C)

Comment: A significant impact may occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the cited type.

No habitat conservation plan, or any plan as cited above, is known to exist for the project site or immediate vicinity.

5. CULTURAL RESOURCES – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Reference: 1, 11 (D.3), 18

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

Comment: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a historical resource (as identified above).

A Cultural Resources Technical Report was prepared by SWCA Environmental Consultants. The study indicated that (1) the records search did not identify any previously recorded historical resources or unique archaeological resources within the project site, (2) the Sacred lands File search and initial native American coordination failed to identify any Native American resources within the project site, and (3) no archaeological resources were encountered during the field survey. The property at APN 5167-001-038 and the two built environment resources therein were found not eligible for listing in the national Register as well as the California Register, and do not qualify for consideration as City of Los Angeles Historic-Cultural Monument or as contributors to a Historic Preservation Overlay Zone. The project does not have the potential to cause an adverse impact on any resources that currently qualifies as a "historical resource" or "unique archaeological resource" as defined by CEQA.

Because no historical resources or unique archaeological resources were identified within the proposed project site, and the project site is heavily disturbed by industrial and commercial development, there is a low potential for encountering subsurface archaeological deposits. No additional cultural resources mitigation measures are necessary beyond standard archaeological mitigation measures regarding the unanticipated discovery of cultural resources or human remains.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Reference: 1, 11 (D.2), 18

Comment: A significant impact may occur if the proposed project were to cause a substantial adverse change in the significance of an archaeological resource which falls under the CEQA Guidelines section cited above.

A Cultural Resources Technical Report prepared by SWCA Environmental Consultants found no unique archaeological resources within the project site and no archaeological resources were encountered during the field survey. However, a halt-work condition should be in place in the event that cultural resources are discovered during construction. This condition is included per standard Public Works construction practice. See comment for 5(a).

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

Reference: 1, 10, 11 (D.1), 14, 18

Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb unique paleontological resources or unique geologic features.

The project is in an area identified as having alluvium soils, unconsolidated floodplain deposits of silt, sand and gravel. Additionally, the project site is not within a known sensitive area for paleontologic resources. If discovery of paleontological resources or unique geologic features are made during construction, standard construction practices would be employed such as the suspension of work until a qualified paleontologist can evaluate the find and make recommendations as necessary for the protection of the discovered paleontological resources.

Issues

Potentially Significant Impact Less Than Significant With Less Than Significant No Impact

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

Reference: 1, 11 (D.2), 18

Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb interred human remains.

No known burial sites are located within the project site. However, a standard halt-work condition would be in place in the event that human remains were discovered during construction so that appropriate measures could be followed to avoid any significant impacts.

6. GEOLOGY AND SOILS – Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

References: 4, 11 (E.1)

Comment: A significant impact may occur if the proposed project were located within a state-designated Alquist-Priolo Zone or other designated fault zone and appropriate building practices were not followed.

The project site is not located in an Alquist-Priolo Earthquake Fault Zone.

- ii) Strong seismic ground shaking?

Reference: 3, 11 (E.1)

Comment: A significant impact may occur if the proposed project design did not comply with building code requirements intended to protect people from hazards associated with strong seismic ground shaking.

In general, the Los Angeles region is subject to the effects of seismic activity. The proposed project will widen a street along the public right of way. The project will not construct any new building.

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

Reference: 3, 11 (E.1)

Comment: A significant impact may occur if the proposed project would be located in an area identified as having a high risk of liquefaction and appropriate design measures required within such designated areas were not incorporated into the project.

The project site is not located in an area identified as being susceptible to liquefaction.

- iv) Landslides?

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

Reference: 3, 11 (E.1)

Comment: A significant impact may occur if the proposed project were located in a hillside area with soil conditions that would suggest high potential for sliding and appropriate design measures were not implemented.

The project site is not located in an area identified as being susceptible to landslides.

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

Reference: 3, 11 (E.2)

Comment: A significant impact may occur if the proposed project were to expose large areas to the erosion effects of wind or water for a prolonged period of time.

The project site is entirely paved and would remain so after the project is completed. Construction would result in ground surface disruption, such as grading and excavation. These activities could result in potential erosion at the proposed project site. However, soil exposure would be temporary and short-term and applicable Department of Building and Safety erosion control techniques would limit potential erosion. All future construction would need to comply with Best Management Practices to prevent erosion or loss of topsoil.

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

Reference: 3, 11 (E.2)

Comment: A significant impact may occur if the proposed project were built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.

See 6 (a) (iii) and (iv) above.

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?

Reference: 11 (E.2), 14

Comment: The proposed project is in an area identified as having alluvium soils. Prior to any construction and as a standard practice, a geotechnical evaluation would be prepared which would prescribe methods, techniques, and specifications for: site preparation, treatment of undocumented fill and/or alluvial soils, fill placement on sloping ground, fill characteristics, fill placement and compactions, temporary excavations and shoring, permanent slopes, treatment of expansive soils, and treatment of corrosive soils. Design and construction of the proposed project would conform to recommendations in the geotechnical evaluation; therefore, impacts from potentially expansive soil would not be significant.

Issues

Potentially Significant Impact Less Than Significant With Less Than Significant No Impact

- 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?

Reference: 9

Comment: A significant impact may occur if the proposed project were built on soils that were incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system, and such a system was proposed.

The project area is served by the City’s wastewater collection, conveyance, and treatment systems.

7. 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?

Reference: 11 (F.1, F.2), 16

Comment: A significant impact may occur if the proposed project involved the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions.

The proposed project does not involve the use, transport, or disposal of any hazardous materials. Ninyo & Moore completed a Phase I Environmental Site Assessment on February 23, 2011 for the property at 2301 and 2303 East Olympic Boulevard, Los Angeles. No evidence or indication of recognized environmental conditions (RECs) was revealed. Any development would comply with applicable laws and regulations for use, transport, or disposal of hazardous materials.

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

Reference: 11 (F.1, F.2), 16

Comment: A significant impact may occur if the proposed project involved a risk of accidental explosion or utilized substantial amounts of hazardous materials as part of its routine operations that could potentially pose a hazard to the public under accident or upset conditions.

The proposed project does not involve the use, transport, or disposal of any hazardous materials.

Refer to discussion under 7 (a) above.

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

Reference: 10, 11 (F.2), 12

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

Comment: A significant impact may occur if the proposed project were located within one-quarter mile of an existing or proposed school site and were projected to release toxic emissions which pose a hazard beyond regulatory thresholds.

There are no school sites within one-quarter mile of the proposed project. Furthermore, no release of toxic emissions beyond regulatory thresholds is anticipated.

- 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?

Reference: 11 (F.2), 16

Comment: Ninyo & Moore completed a Phase I Environmental Site Assessment on February 23, 2011 for the property at 2301 and 2303 East Olympic Boulevard, Los Angeles. No evidence or indication of recognized environmental conditions (RECs) were revealed.

- 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?

Reference: 10, 11 (F.1), 12

Comment: A significant impact may occur if the proposed project site were located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard.

There are no public airports within two miles of the proposed project site.

- 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?

Reference: 10, 11 (F.1), 12

Comment: No private airstrips are located within the vicinity of the project site.

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

Reference: 11 (F.1)

Comment: A significant impact may occur if the proposed project were to substantially interfere with roadway operations used in conjunction with an emergency response plan or evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such plan.

The proposed project would not alter the adjacent street system. As applicable, any traffic detour plans during construction would address emergency response or emergency evacuation for implementation during construction.

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

Issues

Potentially Significant Impact
Less Than Significant
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Less Than Significant
No Impact

areas or where residences are intermixed with wildlands?

Reference: 10, 12

Comment: A significant impact may occur if the proposed project were located in a wild land area and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire.

The project site is not located within a wild land or a very high fire hazard severity zone.

8. HYDROLOGY AND WATER QUALITY – Would the project:

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

Reference: 11 (G.2)

Comment: A significant impact may occur if the proposed project discharged water which did not meet the quality standards of agencies which regulate surface water quality and water discharge into storm-water drainage systems (for example, if a project were not in compliance with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB)). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Ground disturbance activities would only take place temporarily during construction. Throughout construction, the proposed project would comply with applicable storm water management requirements for pollution prevention. Construction practices would include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas to the storm water system.

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)?

Reference: 11 (G.2, G.3)

Comment: Groundwater is a major component of the water supply for many public water suppliers in the Los Angeles metropolitan area, and is also used by private industries, as well as a limited number of private agricultural and domestic users. A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow.

The proposed project would not utilize existing groundwater resources nor would it interfere with groundwater recharge. Changes to the groundwater supply are not anticipated as a result of the proposed project.

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

Issues

Potentially Significant Impact
Less Than Significant
.....
Less Than Significant
No Impact

would result in substantial erosion or siltation on- or off-site?

Reference: 11 (G.1, G.2)

Comment: A significant impact may occur if the proposed project resulted in a substantial alteration of drainage patterns that resulted in a substantial increase in erosion or siltation during construction or operation of the project.

The proposed project would not alter the existing drainage pattern of the site or area. No streams or rivers cross the proposed project route. The project would not substantially alter the existing drainage pattern of the site or area. As discussed in comment 8 (a), the project would result in temporary soil disturbance activities during construction during which time a storm water pollution prevention plan for the control of soil erosion and sediment runoff would be implemented. The project would be constructed in accordance with applicable requirements of the municipal code, including grading requirements.

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

Reference: 11 (G.1)

Comment: A significant impact may occur if the proposed project resulted in increased runoff volumes during construction or operation of the proposed project that would result in flooding conditions affecting the project site or nearby properties.

The proposed project would not alter the existing drainage pattern of the site or area. See comments for 8 (a) and 8 (c) above.

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?

Reference: 11 (G.2)

Comment: A significant impact may occur if the volume of runoff were to increase to a level which exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.

The proposed project would not change the volume of storm water runoff. See comment 8(a) above.

f) Otherwise substantially degrade water quality?

Reference: 11 (G.3)

Comment: A significant impact may occur if a project included potential sources of water pollutants and potential to substantially degrade water quality.

No potential sources of water quality degradation are anticipated.

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

- 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?

Reference: 15

Comment: The proposed project does not include housing.

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

Reference: 15

Comment: A significant impact may occur if the proposed project were located within a 100-year flood zone and would impede or redirect flood flows.

According to Federal Emergency Management Agency Flood Insurance Rate Map Panel 06037C1638F (effective date 9/26/08), the project site is not located within a 100-year flood hazard area.

- 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?

Reference: 9,11 (E.1, G.3)

Comment: A significant impact may occur if the proposed project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death.

The Inundation and Tsunami Hazard Areas map (Exhibit G) of the Safety Element of the Los Angeles City General Plan (adopted by City Council November 26, 1996) shows that the project site is not located in an area subject to flooding from a dam or levee failure. No impacts related to flooding are anticipated.

- j) Inundation by seiche, tsunami, or mudflow?

Reference: 9, 11 (E.1)

Comment: A significant impact may occur if the proposed project were located in an area with inundation potential due to seiche, tsunami, or mudflow.

The Inundation and Tsunami Hazard Areas map (Exhibit G) of the Safety Element of the Los Angeles City General Plan (adopted by City Council November 26, 1996) shows that the project site is not located in an area subject to flooding from a tsunami.

9. LAND USE AND PLANNING – Would the project:

- a) Physically divide an established community?

Reference: 9, 11 (H.2)

Issues

Potentially Significant Impact
Less Than Significant
With
Less Than Significant
No Impact

Comment: A significant impact may occur if the proposed project were sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community.

The proposed project is in the public right of way and would not introduce a physical barrier.

- 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?

Reference: 9, 10, 11 (H.1, H.2)

Comment: A significant impact may occur if the proposed project were inconsistent with the General Plan, or other applicable plan, or with the site's zoning if designated to avoid or mitigate a significant potential environmental impact.

The project site is in the Central City North Community Plan, within the Alameda Corridor, whose purpose is to "facilitate access to the ports through the year 2020 while mitigating potentially adverse impacts such as traffic congestion, air pollution, vehicle delays at grade crossings, and noise in residential areas." One of the issues of this area is lack of adequate access to industrial areas due to outdated street design and circulation patterns. The proposed project would improve access to the freeway and thus improve traffic circulation along Olympic Blvd. between Mateo St. and Santa Fe Ave. The project is consistent with the community plan.

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

Reference: 9, 11 (H.1, H.2)

Comment: A significant impact may occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan and would conflict with such plan.

As discussed under 4(f) above, no habitat conservation plan or natural community conservation plan is known to exist for the project site or immediate vicinity.

10. 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?

Reference: 9,11 (E.4)

Comment: A significant impact may occur if the project were located in an area used or available for extraction of a regionally important mineral resource, if the project converted an existing or potential present or future regionally-important mineral extraction use to another use, or if a project affected access to such a site.

The project site is not located within an area that contains known mineral resources.

- 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

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

use plan?

Reference: 9, 11 (E.4)

Comment: A significant impact may occur if a project were located in an area used or available for extraction of a locally-important mineral resource and the project converted such a resource to another use or affected access to such a site.

The project site is not located within an area that contains known mineral resources.

11. 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?

Reference: 9 (Noise Element), 11 (Section I)

Comment: A significant impact may occur if the project generated noise levels that exceeded the standards for ambient noise as established by the General Plan and Municipal Code or exposed persons to that increased level of noise.

The proposed project would likely result in temporary higher-than-average noise levels in the local community during construction. However, the Bureau of Engineering Standard Project Specifications for public works construction are designed to comply with the City's General Plan Noise Element and related Municipal Code Noise Ordinance and, given that the proposed project would be implemented in accordance with these, significant adverse impacts to noise levels are not expected.

- b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

Reference: 9, 11 (Section I)

Comment: A significant impact may occur if the project were to expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.

Construction activities associated with the project could generate ground-borne vibration from use of heavy equipment. These effects would be temporary and short-term in nature and would comply with applicable noise standards. See also comment under Section 11(a).

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

Reference: 9, 11 (Section I)

Comment: A significant impact may occur if the project were to substantially and permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project.

Refer to discussion under 11 (a) above.

- d) A substantial temporary or periodic increase in ambient noise levels in the

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

project vicinity above levels existing without the project?

Reference: 9, 11 (Section I)

Comment: A significant impact may occur if the project were to create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project.

Refer to discussion under 11 (a) above.

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?

Reference: 12

Comment: There are no airports within two miles of the proposed project site. Refer to discussion under 11(a) above.

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?

Reference: 12, 20

Comment: No private airstrips are located within the vicinity of the project area.

12. 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)?

Reference: 11 (J.1)

Comment: A significant impact may occur if the proposed project induced substantial population growth in an area, either directly or indirectly.

The proposed project would not promote population growth, either directly or indirectly, because it will widen and improve an existing street which is consistent with the applicable land use plans.

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

Reference: 11 (J.1, J.2)

Comment: The proposed project would not displace any housing.

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

Issues

Potentially Significant Impact
Less Than Significant
.....
Less Than Significant
No Impact

Reference: 11 (J.1, J.2)

Comment: The proposed project would not displace any people.

13. PUBLIC SERVICES –

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

i) Fire protection?

Reference: 11 (K.2)

Comment: A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the proposed project based on response time, access, or fire hydrant/water availability.

The project site is served by the City of Los Angeles Fire Station 17, located at 1601 S. Santa Fe Avenue, at the southwest corner of the project site. The proposed project would not result in an increase in population and thus would not generate a need for new or altered fire protection facilities. The proposed project would be constructed in accordance with all applicable fire codes set forth by the state Fire Marshall and Los Angeles Fire Department. Therefore, the proposed project would not be considered a fire hazard and would not exceed the capacity of the Los Angeles Fire Department to serve the site or other areas with existing fire protection services. The nearest local fire responders would be notified, as appropriate, of traffic control plans during construction so as to coordinate emergency response routing during construction work.

ii) Police protection?

Reference: 8, 11 (K.1)

Comment: A significant impact may occur if the proposed project were to result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

The proposed project would not require additional police protection beyond what is currently provided. As per Bureau of Engineering Standard Project Specifications, construction activities would comply with applicable Municipal Code requirements. The nearest local police station would be notified, as appropriate, of traffic control plans during construction so as to coordinate emergency response routing during construction work.

iii) Schools?

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

Reference: 11 (K.3)

Comment: A significant impact may occur if the proposed project includes substantial employment or population growth that could generate demand for school facilities that exceeded the capacity of the school district responsible for serving the project site.

The proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for schools in the area.

iv) Parks?

Reference: 11 (K.4)

Comment: A significant impact may occur if the recreation and park services available could not accommodate the population increase resulting from the implementation of the proposed project.

The proposed project is in an industrial area. There are no nearby parks.

v) Other public facilities?

Reference: 11 (K.5)

Comment: The proposed project would not promote population growth, either directly or indirectly, and would not include new residential or educational development.

14. 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?

Reference: 11 (K.4)

Comment: A significant impact may occur if the proposed project includes substantial employment or population growth that may generate demand for public park facilities that exceed the capacity of existing parks.

See comment 13(iv).

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

Reference: 11 (K.4)

Comment: The proposed project does not involve any recreational facilities.

15. TRANSPORTATION/TRAFFIC – Would the project:

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

- a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Reference: 9, 11 (L.1 to L.4, L.8)

Comment: A significant impact may occur if the proposed project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.

The proposed project would improve traffic flow by widening Olympic Blvd. between Mateo St. and Santa Fe Ave., thereby improving access to the freeway. The project would generate a nominal number of vehicle trips during construction and operation.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Reference: See 15(a).

Comment: See 15 (a).

- 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?

Reference: 19, 20

Comment: A significant impact may occur if the proposed project changed air traffic patterns, including either an increase in traffic levels or a change in location the resulted in substantial safety risks.

There would be no impact to air traffic patterns.

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

Reference: 11 (L.5)

Comment: A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses.

The project is compatible with the land use and would not include any design features that would result in a safety hazard to pedestrians, personnel, visitors, or nearby neighbors. The intent of the proposed project is to improve traffic flow.

- e) Result in inadequate emergency access?

Reference: 11 (L.5, L.8, and J2)

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

Comment: A significant impact may occur if the proposed project resulted in inadequate emergency access.

The proposed project does not propose any permanent changes to the surrounding street system and would not introduce incompatible vehicles to surrounding roadways. Temporary traffic control elements would be subject to review, including safety, and approval by Los Angeles Department of Transportation.

f) Result in inadequate parking capacity?

Reference: 9, 11 (L.7, L.8)

Comment: A significant impact may occur if the proposed project resulted in inadequate parking capacity based upon Municipal Code requirements.

No permanent impacts to parking are anticipated. There are vehicles currently using part of the public right of way to park along the northern side of Olympic Blvd., between Mateo St. and Santa Fe Ave. Three existing driveways will be replaced to provide continued access to the respective properties.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Reference: 12

Comment: A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation.

The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. There are no bicycle lanes designated on the streets surrounding the project site.

16. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Reference: 11 (M.2)

Comment: A significant impact may occur if the proposed project exceeds wastewater treatment requirements of the local regulatory governing agency.

The proposed project would not generate additional wastewater.

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?

Reference: 11 (M.1 and M.2)

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

Comment: A significant impact may occur if the proposed project resulted in the need for new construction or expansion of water or wastewater treatment facilities that could result in an adverse environmental effect that could not be mitigated.

The proposed project would not use additional water or generate additional wastewater that would exceed existing capacity.

- 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?

Reference: 11 (M.2)

Comment: A significant impact may occur if the volume of storm water runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site.

The storm water facilities in the area are adequate to serve the proposed project. The proposed project would not increase the volume of storm water runoff.

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

Reference: 11 (M.1)

Comment: A significant impact may occur if the proposed project's water demands would exceed the existing water supplies that serve the site.

The City of Los Angeles Department of Water and Power provides potable water to the project area and vicinity. Other than temporary construction water use, the proposed project would not include new water uses.

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

Comment: A significant impact may occur if the proposed project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

See 16 (a) above.

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

Reference: 11 (M.3),13

Issues

Potentially Significant Impact
Less Than Significant
Less Than Significant
No Impact

Comment: A significant impact may occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional waste.

Within the City of Los Angeles, the Bureau of Sanitation, as well as a number of private companies collect and dispose of solid waste. There are three types of disposal facilities within Los Angeles County; (1) Class III Landfills (Municipal Solid Waste Landfills), (2) Unclassified (Inert) Landfills, and (3) Transformation (waste to energy) Facilities. Of the County landfills, the facilities that currently accept waste from the City of Los Angeles are Calabasas (accepts only waste from west valley communities within the City of Los Angeles), Chiquita Canyon, and Sunshine Canyon Landfill (the City and County each utilize separate portions of the landfill). Bradley Landfill, which also collected waste from the City of Los Angeles, closed in April 2007.

Construction would generate demolition debris that would include the existing asphalt and concrete material. Excavated soils may be retained on-site, at staging areas, or hauled off-site. The demolition debris would be recycled whenever possible at aggregate-base facilities, with inert debris disposed at inert landfills, or disposed of at an appropriate facility. There is currently sufficient inert waste disposal capacity available in Los Angeles County to adequately accommodate the anticipated demolition debris. Further, certain landfills accept wastes considered to be beneficial-use materials, such as soil, green waste, and asphalt. Soils are used as part of regular landfill operations and also are used to cap closed landfills. Several landfills in the greater Los Angeles area accept excavated soil, including those that otherwise are restricted by ordinances from accepting municipal solid waste generated in the City of Los Angeles.

Demolition debris would be recycled where feasible, and would not exceed landfill capacity; therefore, impacts associated with construction debris would be less than significant.

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

Reference: 11 (M.3), 13

Comment: A significant impact may occur if the proposed project would generate solid waste that was in excess of or was not disposed of in accordance with applicable regulations.

As discussed above in 17(f), the proposed project would generate less than significant quantities of solid waste per day.

Solid waste disposal during construction and operation would comply with federal, state, and local statutes and regulations related to solid waste.

17. 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?

Issues

Potentially Significant Impact
Less Than Significant With
Less Than Significant
No Impact

Reference: Preceding analyses

Comment: Construction may have a short-term, less than significant impact as described above.

- 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)?
-

Reference: Preceding analyses

Comment: No significant impacts have been identified as result of the proposed project or foreseeable future development either on an individual or cumulative basis.

The proposed project is consistent with applicable land use plans.

- c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?
-

Reference: Preceding analyses

Comment: No significant impacts have been identified as a result of the proposed project or foreseeable future development. The proposed project does not involve environmental goals, such as enhancement of the existing environment or creation of habitat. The purpose of the project is to improve traffic flow and freeway access in the surrounding industrial community.

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

Reference: Preceding analyses

Comment: The proposed project does not have the potential to cause substantial adverse effects on human beings, either directly or indirectly. The proposed project is intended as a public benefit project that would improve traffic flow. During the initial study, no existing hazards were uncovered that would threaten the viability of safe implementation of the proposed project; however, should contamination or other hazards be uncovered during construction, standard practices for removal and/or other remediation would be employed in conformance with all applicable rules and regulations to prevent human exposure an harm.

VI. PREPARATION AND COORDINATION / CONSULTATION

A. Prepared by:

Catalina Hernandez
Environmental Specialist II
Environmental Management Group
Bureau of Engineering
Department of Public Works

B. Coordination / Consultation with:

Shane Etemad
Project Manager
Street Improvement and Stormwater Division
Bureau of Engineering
Department of Public Works

Louis Utsumi
EnviCraft LLC
3315 Glendale Blvd., Suite 2
Los Angeles, CA 90039

VII. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

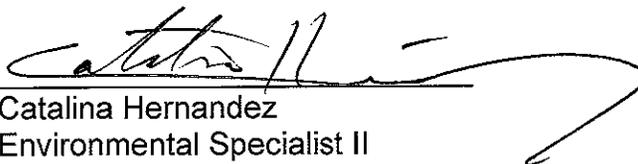
The purpose of the project is to widen westbound Olympic Boulevard between Mateo Street and Santa Fe Avenue for right turn lane, and northbound Mateo Street between Olympic Blvd. and Porter Street for increased curb return to improve freeway access. The proposed project would improve access to the Santa Monica Freeway and thus improve traffic circulation along Olympic Blvd. Prior to construction, the City would acquire and demolish the building at 2301-2303 Olympic Boulevard, APN 5167001038. The building to be acquired is currently not in use. The adjacent building located at 1530 – 1534 Mateo Street is currently being used as a fork lift repair and rental business. This structure will remain standing.

The project site and vicinity are located within a fully urbanized area. The project site is currently paved, and the site is surrounded by parcels zoned for heavy manufacturing uses

A Phase I Environmental Site Assessment of the property at 2301 and 2303 Olympic Boulevard found no recognized environmental conditions (RECs). A Cultural Resources Study found no historical resources or unique archaeological resources within the proposed project site. However, a halt-work condition should be in place in the event that cultural resources are discovered during construction. No other potential impacts have been identified.

B. Recommended Environmental Documentation

On the basis of this initial evaluation, I find that the project could not have a significant effect on the environment, and a **Negative Declaration** should be adopted.

Prepared by: 
Catalina Hernandez
Environmental Specialist II

Approved by: 
Jim Doty, Acting Manager
Environmental Management Group

VIII. REFERENCES:

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7. California Department of Transportation (Caltrans), Landscape Architecture Program, Scenic Highway Program. Available online at
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17. South Coast Air Quality Management District. *CEQA Air Quality Analysis Guidance Handbook*. Available online at <http://www.aqmd.gov/ceqa/hdbk.html>.
18. SWCA – *Cultural Resources Technical Report for the Olympic and Mateo Street Improvements Project, city of Los Angeles, Los Angeles County, California*. December 2010.
19. U.S. Department of the Interior Fish and Wildlife Service (USFWS) National Wetlands Inventory. Available online at <http://www.fws.gov/wetlands/>
20. U.S. Department of the Interior, Geological Survey, 7.5-minute Series (Topographic) Map, Los Angeles Quadrangle, dated 1966, photorevised 1981.

COMMENTS AND RESPONSES

The Initial Study/Negative Declaration (IS/ND) for the proposed Olympic Boulevard and Mateo Street Improvements Project was circulated for public review beginning on April 14, 2011. The public review period, during which interested agencies, organizations, and members of the public were invited to submit written comments, was noticed and conducted in compliance with CEQA Section 21091 and State CEQA Guidelines 15105. The public review period ended on May 5, 2011. During the public review period, one correspondence commenting on the IS/ND and project was received by the Bureau of Engineering of the City of Los Angeles (BOE). This correspondence is identified as follows:

1. Melody Shakib (e-mail dated May 4, 2011)

Following the comment is the corresponding response. Where responses to comments resulted in changes to the text of the IS/ND, these changes are noted in the responses.

5/17/2011

City of Los Angeles Mail - Olympic Blvd...



Catalina Hernandez <catalina.hernandez@lacity.org>

Olympic Blvd Street Improvement (W.O. E6000779)

Melody Shakib <melody@supersonicinc.com>
To: Catalina Hernandez <catalina.hernandez@lacity.org>

Wed, May 4, 2011 at 2:04 PM

Hey Catalina,

Thank you for taking the time to review my comment regarding the proposed plans on Olympic Blvd between Santa Fe & Mateo.

I am the property owner for the property located on: 2323 E. Olympic blvd, the brick building located in the middle of the block. I am concerned about this construction because part of our sidewalk will be removed. I don't know the exact deduction as it was not stated on the plans I viewed off the website. I am concerned because my building is zoned as residential and commercial unit. I understand that the city wants to remove three of the driveways as well. Our tenants and businesses located at this unit use the driveways to get in a park in their designated spots, and use the driveways as a loading dock. I am concerned if both the sidewalk and driveways are removed... where will our tenants park? How will the businesses function if they cannot load a truck? A truck cannot yield on Olympic! In addition, the parking on Porter street, parallel to Olympic where the freeway ramp is located never has parking. There are a couple of businesses located on that street and use the permit free zone as a parking spot for their huge trucks. My tenants never have parking and have to walk a long distance to get to their home and/or business. You can imagine how dangerous that is at night.

I am asking that you take into consideration the concerns I have for the new project. I know that if the sidewalks and driveways are removed, my tenants will be extremely upset and will be forced to park on Porter St., where NO PARKING ever exists. Please Catalina, let me know if there is anything you can do to help me. The corner building is vacant, and no one has a problem that the corner will be removed, and the building next to me does not use the area in front of it located on Olympic. This expansion on Olympic will not be an improvement for me, I will have extremely angry tenants, that will possibly vacate my unit. I think the main problem is on Porter St., where the actual freeway entrance is. I don't understand how this expansion on Olympic will help the freeway entrance located on Porter St and 8th Street. Catalina, Please try to understand my point of view and why this expansion will hurt the block.

Let me know if there is anything I can do to help, or provide you with any documents.

I really appreciate all of your help.

Thank you!

Melody Shakib

<https://mail.google.com/a/lacity.org/?u...>

1/2

1.1

Response 1.1:

Comment noted. Referred Ms. Shakib to Sam Wong, Sr. Real Estate Officer. Mr. Wong met Ms. Shakib on May 11, 2011 at her property to discuss the current parking situation on Olympic Ave. between Mateo Street and Santa Fe Avenue. Tenants and businesses owners have been parking partially on the existing sidewalk, in the public right-of-way. Mr. Wong informed Ms. Shakib that parking on the sidewalk is not permitted. When the property at 2323 E. Olympic Blvd. was sold to Ms. Shakib, the lack of parking was disclosed.

There are five existing driveways. Three of those serve adjoining garages and will remain after construction. The two driveways that have no garages will be removed. Ms. Shakib's property has a driveway with an adjoining garage which is currently being used as parking by some of her tenants. Mr. Wong further advised Ms. Shakib that she can convert one of the empty units into a parking facility. The City will be acquiring permanent easement for the affected properties on Olympic Blvd. Mr. Wong made an offer to Ms. Shakib on behalf of the City.

APPENDIX A

**Air Quality Impact Assessment
Using URBEMIS Modeling
For
Olympic Boulevard and Mateo
Street Improvements**

March 3, 2011

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Users\106493\AppData\Roaming\Urbemis\Version9a\Projects\Olympic and Mateo.urb924

Project Name: Olympic and Mateo

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

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<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>
2013 TOTALS (lbs/day unmitigated)	5.98	44.95	29.02	0.00	6.82	2.51	9.33	1.43	2.31	3.74	5,410.38

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	0.36	0.83	2.23	0.00	0.01	0.01	969.25

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	0.98	1.17	10.80	0.01	2.11	0.41	1,260.50

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1.34	2.00	13.03	0.01	2.12	0.42	2,229.75

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Users\106493\AppData\Roaming\Urbemis\Version9a\Projects\Olympic and Mateo.urb924

Project Name: Olympic and Mateo

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

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<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>
2013 TOTALS (tons/year unmitigated)	0.53	3.97	2.54	0.00	0.89	0.22	1.11	0.19	0.21	0.39	464.83

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.06	0.15	0.40	0.00	0.00	0.00	176.89

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.18	0.23	1.94	0.00	0.38	0.07	222.79

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.24	0.38	2.34	0.00	0.38	0.07	399.68