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June 15, 2011

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WILLIAM P. WEEKS
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#2 BOE

City Council
Room No. 395
City Hall

Subject: OLYMPIC BOULEVARD AND MATEO STREET IMPROVEMENTS
PROJECT CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
COMPLIANCE AND PROJECT APPROVAL (W.O. NO. E6000779)

As recommended in the accompanying report of the City Engineer, which this Board has adopted, the Board of Public Works recommends that your Honorable Body:

1. Consider the CEQA Initial Study/Negative Declaration, which finds that the project will not cause significant environmental impacts.
2. Review and consider the Negative Declaration.
3. Find that, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration reflects the City's independent judgment and analysis.
4. Adopt the Negative Declaration.
5. Approve the project as described in the Initial Study.

FISCAL IMPACT

The project has a budget of \$4,422,000. The funding is from the following sources:

- Metro – Grant Funds – Prop C - \$2,874,000
- City of Los Angeles – Local Match – Prop C - \$1,548,000

Respectfully submitted,

William P. Weeks, Executive Officer
Board of Public Works

WPW:mp

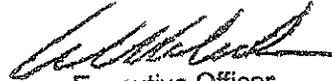


Department of Public Works

Bureau of Engineering
Report No. 2

June 15, 2011
CD No. 14

ADOPTED BY THE BOARD
PUBLIC WORKS OF THE CITY
of Los Angeles California
AND REFERRED TO THE CITY COUNCIL
JUN 15 2011


Executive Officer

OLYMPIC BOULEVARD AND MATEO STREET IMPROVEMENTS PROJECT CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE AND PROJECT APPROVAL (W.O. No. E6000779)

RECOMMENDATIONS

Consider the CEQA Initial Study/Negative Declaration, which finds that the project will not cause significant environmental impacts, adopt this report and forward this report and transmittals to City Council with the following recommendations:

1. Review and consider the Negative Declaration.
2. Find that, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration reflects the City's independent judgment and analysis.
3. Adopt the Negative Declaration.
4. Approve the project as described in the Initial Study.

FISCAL IMPACT STATEMENT

The project has a budget of \$4,422,000. The funding is from the following sources:

- Metro - Grant Funds - Prop C - \$2,874,000
- City of Los Angeles - Local Match - Prop C - \$ 1,548,000

TRANSMITTAL

Negative Declaration with Initial Study, dated April 6, 2011, with attached comments and responses (dated May 11, 2011) associated with the public review period.

DISCUSSION

Background

The project site is within the South Industrial Area, a section of the Central City North Community Plan dominated by industrial uses. The Alameda Corridor terminates in this area and is intended to enhance access to the ports. The Santa Monica Freeway is currently accessed from Olympic Boulevard via Mateo Street. Trucks making a right turn onto Mateo Street do not have the proper clearance for making a safe, unobstructed right turn. The proposed project would improve access to the Santa Monica Freeway and thus improve traffic circulation along Olympic Boulevard.

Project Description

The project site lies within the Central City North Community of Los Angeles and within Council District No. 14. 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 the addition of a right turn lane, and northbound Mateo Street between Olympic Boulevard and Porter Street to increase the curb return to improve freeway access.

Prior to construction, the City will acquire a portion of parcel APN 5167001038. This parcel contains two buildings. The building located at 2301-2303 Olympic Boulevard, on the corner of Olympic Boulevard and Mateo Street, will be acquired and demolished. The building 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 be unaffected and remain standing.

Utility poles on Olympic Boulevard will be removed and relocated just northward on the existing sidewalk. The Metro bus stop currently at the northeast corner of Olympic Boulevard and Mateo Street will be relocated west of Mateo Street on Olympic Boulevard. There are currently five driveways on Olympic Boulevard east of Mateo Street. Three driveways, which serve adjacent garages, will remain after the street is widened. Two existing driveways will be removed permanently since they do not serve any garages.

Public Review

The proposed Negative Declaration and Initial Study were circulated for public review and comment from April 14 to May 5, 2011. A notice of intent/availability was published in the Los Angeles Times on Thursday, April 14, 2011. A notice of intent/availability was mailed to interested parties and to owners and occupants of properties adjacent to the proposed project site. The notice was also filed with the City and County Clerks. The Negative Declaration and Initial Study were available for review at the Little Tokyo Branch Library, on-line at the Bureau of Engineering's website, or by calling the Environmental Management Group. One correspondence was received during the public review period. Copies of the correspondence along with response can be found as an attachment to the Initial Study/Negative Declaration (Transmittal). The comment received did not necessitate changes in the project or the conclusion or findings of the Initial Study.

Project Schedule

The above recommended actions are necessary steps in the design phase of the project schedule. The project delivery schedule anticipates design completion of the proposed project by December 30, 2011. Council action is needed before that date to avoid delaying the project.

Department of Public Works
Bureau of Engineering
Report No. 2

June 15, 2011
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(JED MPB TSA RMK VJ)

Report reviewed by:

BOE (SSD, ASD, and PAC)

Report prepared by:

Environmental Management Group

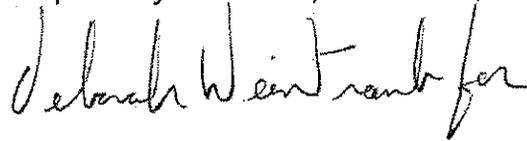
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Questions regarding this
report may be referred to:
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Respectfully submitted,



Gary Lee Moore, P.E.
City Engineer