

MITIGATION MONITORING PROGRAM

FOR

ASPHALT PLANT NO. 1 REPLACEMENT AND MODERNIZATION

W.O. E1907820

**Initial Study/ Mitigated Negative Declaration
*SCH # 2015121036***

Prepared By

**CITY OF LOS ANGELES
BUREAU OF ENGINEERING**

February 2016

TRANSMITTAL NO. 2

Introduction

The California Environmental Quality Act (CEQA) requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment. The program must be adopted by the public agency at the time findings are made regarding the project (Public Resources Code Section 21081.6). The State CEQA Guidelines (Section 15097 (c)) allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both. This mitigation monitoring program contains the elements required by CEQA for the Asphalt Plant No. 1 Replacement and Modernization Project.

Project Description

The City of Los Angeles is proposing to replace and modernize Asphalt Plant No. 1 (proposed project). The proposed project is needed to replace the aged existing plant equipment and bring the production capabilities up to modern standards. The existing plant is currently permitted to produce up to 584,000 tons per year of "batch" hot mix asphalt (HMA) but because of the aged plant equipment, the plant is currently only capable of producing a maximum of approximately 200,000 tons per year of HMA. The proposed project would increase the production capacity of the plant from approximately 200,000 to 700,000 tons per year of HMA. The HMA produced by the plant is currently, and would continue to be, used by the City of Los Angeles BSS for road construction and maintenance.

The proposed project consists of the demolition of the existing Asphalt Plant No. 1, excavation and removal of contaminated soils, transportation of clean fill material onsite, installation of asphalt equipment and appurtenances, construction of a modern plant, and construction of administration and maintenance building. It is anticipated that construction of the proposed project would take place over a period of approximately 25 months, from early August 2016 to early September 2018.

The analysis in this document assumes that, unless otherwise stated, the 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*). Also, the analysis in this document assumes that 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)).

Mitigation Measures

The mitigation measures described in the following pages are taken from the Initial Study and Mitigated Negative Declaration (MND) and related documents. The measures are listed according to the stages of the project at which each mitigation measure must be implemented: design, construction, and operation.

Within each project phase, the following are identified for each mitigation measure:

- (1) An “identifier” providing a nexus between the listed mitigation measure and the source document. The source document should be consulted whenever there is any question regarding the intent or implementation of the mitigation measure.
- (2) Description of the mitigation measure,
- (3) the party who is responsible for the necessary implementing actions,
- (4) the necessary implementing vehicle,
- (5) the party who is responsible for verifying that the necessary implementing action is taken, and
- (6) the primary record documenting the necessary implementing action.

The mechanisms for verifying that mitigation measures have been implemented include design drawings, construction documents intended for use by construction contractors and construction managers, field inspections, field reports, and other periodic or special reports. All records pertaining to this mitigation program will be maintained and made available for inspection by the public in accordance with the City’s records management systems and policies.

DESIGN PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
Noise					
Noise generated during construction.	NOI-1 Impact pile driving activities, where the hammer impacting the piles occurs, is anticipated to occur for approximately 3 to 4 hours during the 8:00 a.m. to 4:00 p.m. period, Monday through Friday. Impact pile driving activities shall only occur between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday.	Designer/ Contractor Project Engineer	Project Plans & Specifications	City's Project Manager	Project Plans & Specifications
	NOI-2 Prior to the initiation of construction activities, including pile driving, the contractor shall prepare a noise control plan to document their understanding and commitment to comply with applicable construction noise thresholds. The noise control plan shall include the following: – A noise monitoring plan during the test piling to evaluate if dampening devices are performing as expected and identify additional noise minimization measures, including but not limited to an acoustical shroud, if necessary, to ensure potential pile driving noise concerns are addressed. An acoustical shroud would be expected to reduce noise from impact pile driving by up to approximately 15 dBA and therefore would be capable of reducing noise to less than significant levels at the multi-family residential areas of Rio Vista Village and Boyle Heights.	Designer/ Contractor Project Engineer	Project Plans & Specifications	City's Project Manager	Project Plans & Specifications

DESIGN PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
Noise generated during construction, continued.	NOI-2 continued: – Establish a telephone number for use by the public to report any significant undesirable noise conditions associated with the construction of the project. If the telephone is not staffed 24 hours per day, the project owner shall include an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. This telephone number shall be posted at the proposed project site during construction in a manner visible to passersby. This telephone number shall be maintained until the project has been operational for at least 1 year. – Throughout the construction of the project, the City or authorized representative shall document, investigate, evaluate, and attempt to resolve all legitimate project-related noise complaints. The City or the authorized representative shall attempt to contact the person(s) making the noise complaint within 24 hours and conduct an investigation in an attempt to determine if the proposed project is the source				

CONSTRUCTION PHASE

Identifier	Mitigation Measures	Implementation Responsibility	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
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Noise generated during construction.	NOI-1 Impact pile driving activities, where the hammer impacting the piles occurs, is anticipated to occur for approximately 3 to 4 hours during the 8:00 a.m. to 4:00 p.m. period, Monday through Friday. Impact pile driving activities shall only occur between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday.	Construction Contractor	Project Plans & Specifications And Construction Contract	City's Construction Inspector	Project Acceptance or Closeout Report
	NOI-2 Prior to the initiation of construction activities, including pile driving, the contractor shall prepare a noise control plan to document their understanding and commitment to comply with applicable construction noise thresholds. The noise control plan shall include the following: – A noise monitoring plan during the test piling to evaluate if dampening devices are performing as expected and identify additional noise minimization measures, including but not limited to an acoustical shroud, if necessary, to ensure potential pile driving noise concerns are addressed. An acoustical shroud would be expected to reduce noise from impact pile driving by up to approximately 15 dBA and therefore would be capable of reducing noise to less than significant levels at the multi-family residential areas of Rio Vista Village and Boyle Heights.	Construction Contractor	Project Plans & Specifications And Construction Contract	City's Construction Inspector	Project Acceptance or Closeout Report

CONSTRUCTION PHASE

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