

MITIGATED NEGATIVE DECLARATION and PUBLIC WORKS AND GANG REDUCTION COMMITTEE REPORT relative to the replacement and modernization of the Bureau of Street Services Asphalt Plant No. 1.

Recommendations for Council action:

1. 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 Mitigated Negative Declaration reflects the City's independent judgment and analysis.
2. ADOPT the Mitigated Negative Declaration.
3. APPROVE the Asphalt Plant No. 1 replacement and modernization project located at 2484 East Olympic Boulevard as described in the Initial Study prepared by the City Engineer and dated February, 2016.
4. ADOPT the Mitigation Monitoring Program prepared by the City Engineer and dated February, 2016, for the Asphalt Plant No. 1 replacement and modernization project.

Fiscal Impact Statement: The Board of Public Works reports that the project has a budget of \$28,625,000. The funding source is the Municipal Improvement Corporation of Los Angeles. At this time \$10,000,000 has been secured. The remaining funds will be secured prior to project award.

Community Impact Statement: None submitted.

SUMMARY

In a report to the Board of Public Works dated March 9, 2016, the City Engineer states that the Bureau of Street Services has operated Asphalt Plant No. 1 at its current location since 1947. The site is approximately 2 acres and is located in an industrial area south of downtown Los Angeles. The plant uses batch hot mix asphalt technology, and has a production capacity of approximately 175,000 tons of product per year. The asphalt produced is used by the Bureau for new pavement construction and general street maintenance. Since 1947, Asphalt Plant No. 1 has maintained the same operation and no upgrades have been made to the plant.

The proposed project will replace and modernize the existing facility using the latest drum mix technology to produce up to 700,000 tons of asphalt per year, or 400 tons per hour. The replacement plant will be designed to use 50 percent recycled asphalt pavement materials in the final product, reducing the City's dependence on asphalt raw material vendors.

According to the City Engineer, the existing plant will be completely demolished and the site re-graded for proper drainage. The new plant will include the various asphalt equipment necessary to meet the specified production rate while complying with all South Coast Air Quality Management District emission requirements. The new plant will also include an administration and maintenance building, a fuel island and dispensers retrofit, low-impact facility lighting, a recycled asphalt storage and handling area, features to mitigate the impacts of pollution due to

storm water runoff, trees planted along the perimeter of the facility, security fencing, utility upgrades, and asphalt and concrete pavement.

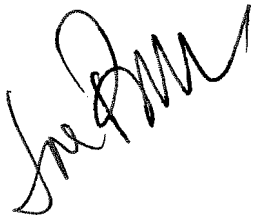
At its special meeting held April 11, 2016, the Public Works and Gang Reduction Committee discussed this matter with representatives of the Bureaus of Engineering and Street Services. The Engineering representative stated that the existing structure will be demolished and the site will be graded. A new, state-of-the-art facility will be constructed. Production capacity will increase from 175,000 to 700,000 tons per year of asphalt. The Bureau received three bids and is ready to select a contractor and commence with the project. It is estimated that construction will be completed in August, 2018, and production to begin in December, 2018.

The representative of the Bureau of Street Services stated that once the new plant is on-line, the City will be able to increase its use of recycled asphalt in new production from 20 percent to 50 percent, creating more durable street surfaces. During the public comment period, an employee from Asphalt Plant No. 1 expressed support for the project stating it will improve efficiency.

The Public Works and Gang Reduction Committee Chair stated that the new facility will enable the City to produce more of its own asphalt at a lower cost charged by outside vendors and repair more streets. The Committee recommended that Council approve the recommendations of the City Engineer relative to this matter.

Respectfully Submitted,

PUBLIC WORKS AND GANG REDUCTION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
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BUSCAINO:	YES
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MARTINEZ:	YES
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PRICE:	YES
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O'FARRELL:	YES
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RYU:	YES
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-NOT OFFICIAL UNTIL COUNCIL ACTS-