Initial Study
for the
Olympic West-Pico East Initiative

City of Los Angeles
Department of Transportation
Bureau of Engineering
Environmental Management Group

March 2009
I. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying ways environmental damage can be avoided; and disclosing to the public why a project is approved even if it leads to environmental damage. The City of Los Angeles Department of Transportation (LADOT) 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 is required by CEQA.

B. Process

In accordance with Section 15063 of the CEQA Guidelines, a Notice of Preparation (NOP) has been attached to this Initial Study and distributed to the State Office of Planning and Research, responsible and trustee agencies, as well as private organizations and individuals that may have an interest in the proposed project. The 30-day public comment period for the NOP commences on March 20, 2009, and ends on April 20, 2009. The NOP has been posted with the County Clerk’s office and sent to the State Clearinghouse at the Governor’s Office of Planning and Research to officially solicit statewide agency participation in determining the scope of the EIR. The notice will also be published in the Los Angeles Times, a newspaper of general circulation within the City, on March 26, 2009.
Three public scoping meetings for the proposed project have been scheduled for the following dates, times, and locations:

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<td>Westside Jewish Community Center</td>
<td>April 1, 2009</td>
<td>6:30 p.m. – 8:30 p.m.</td>
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<td>April 2, 2009</td>
<td>7:00 p.m. – 9:00 p.m.</td>
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<td>1039 S. La Cienega Blvd.</td>
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<tr>
<td>Stoner Recreation Center</td>
<td>April 7, 2009</td>
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At these meetings, an overview and history of the project and CEQA requirements will be presented.

At the end of the 30-day NOP comment period, all written comments received and questions and concerns raised at the scoping meetings will be addressed in an Environmental Impact Report (EIR).

Upon completion of the Draft EIR, the document will be circulated for public review and comment for a period of 45 days. During this period, comments from the general public, organizations, and agencies regarding environmental issues raised in the EIR and the EIR’s accuracy and completeness may be submitted to the lead agency. Formal comment on the EIR should be submitted in writing, with a contact name and mailing address, and submitted to the lead agency by the last day of the public review period identified in the Notice of Availability/Notice of Completion (NOA/NOC) circulated with the EIR.

After the close of the 45-day public review period, a final EIR will be prepared. The final EIR will include the comments on the EIR received during the formal public review period, as well as responses to those comments. Prior to approval of the proposed project, CEQA also requires the lead agency to adopt “findings” with respect to each significant environmental effect identified in the EIR (Section 21081 of the Public Resources Code and Section 15091 of the CEQA Guidelines). For each such significant effect, CEQA requires the approving agency to reach one or both of the following findings:

- The project has been altered to avoid or substantially lessen significant impacts identified in the EIR; or

- Specific economic, legal, social, technological, or other considerations make the mitigation measures or project alternatives identified in the final EIR infeasible.

In the event that the lead agency concludes that the proposed project will result in significant effects, which were identified in the EIR but not substantially lessened or avoided by feasible mitigation measures and alternatives, the lead agency must adopt a “statement of overriding considerations” prior to approval of the proposed project (Section 21081 Subd. (b) of the Public Resources Code and Section 15093 of the CEQA Guidelines). Such statements are intended, under CEQA, to provide a written means by which the lead agency balances in writing the benefits of the proposed project and the significant and unavoidable environmental impacts. Where the lead agency concludes that the economic,
legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts “acceptable” and approve the project.

In addition, pursuant to Section 21081.6 of the Public Resources Code, public agencies, when approving a project, must also adopt a mitigation monitoring and reporting program (MMRP) for the changes that were incorporated into the project or made a condition of project approval to mitigate or avoid significant effects on the environment. The MMRP is adopted at the time of project approval and must be designed to ensure compliance during project implementation. If the lead agency approves the proposed project, the lead agency will implement the proposed project and mitigation monitoring and reporting program.

If the project is approved, the lead agency will file a Notice of Determination (NOD) with the County Clerk within five days. The NOD 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 proposed project would take place along Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue in the Wilshire and West Los Angeles planning areas of the City of Los Angeles. The portion of Olympic Boulevard within the City of Beverly Hills (between Heath Avenue and Robertson Boulevard) is included for evaluation purposes as part of the proposed project. The project corridor locations are shown in Figures 1 and 2.

B. Purpose

The purpose of the project is to provide congestion relief along Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue.

C. Description

The proposed project would include a number of elements, including the following:

1. Restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both
Figure 1
Regional Location
Figure 2
Project Vicinity
sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue.

- The peak period restrictions for Olympic Boulevard would be three hours in the morning (7:00 a.m. to 10:00 a.m.) and four hours in the afternoon (3:00 p.m. to 7:00 p.m.). The peak period parking restrictions for Pico Boulevard would be two hours in the morning (7:00 a.m. – 9:00 a.m.) and three hours in the afternoon (4:00 p.m. to 7:00 p.m.). Additional work is required to install and modify parking meters.

- Parking restrictions would be extended (7:00 a.m. to 7:00 p.m.) on Olympic Boulevard between Sawtelle Boulevard and Lauriston Avenue.

- No changes to the existing parking restrictions would be imposed at the following locations:
  - The north side of Olympic Boulevard between Centinela Avenue and Bundy Drive;
  - The south side of Olympic Boulevard between Centinela Avenue and Sawtelle Boulevard; and
  - The north side of Pico Boulevard between Centinela Avenue and Gateway Boulevard.

2. Signal timing modifications of existing traffic signals to favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard. Any signal timing modifications to traffic signals on Olympic Boulevard in the City of Beverly Hills related to this project will require approval from its City Council.

- Left-turn signals would be added or removed to help accomplish the directional signal operation on Olympic and Pico Boulevards, while still allowing all current left-turns at signalized intersections.

- Approximately 12 existing north-south arterials would be designated as cross-over streets with new left-turn signals facilitating movements between Olympic Boulevard and Pico Boulevard.

The restriping of the existing roadways, combined with replacement and installation of peak period parking restriction signage would help to reduce congestion on Olympic Boulevard and Pico Boulevard and reduce commuter bypass traffic using residential local streets by providing continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue. This additional capacity, made possible through restriping and parking restrictions, would enable more efficient movement of vehicles resulting in travel time reductions.
III. EXISTING ENVIRONMENT

The project corridors include the portions of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue. Olympic Boulevard between Centinela Avenue and Fairfax Avenue is approximately six miles in length, of which 1.5 miles are in the City of Beverly Hills. The same reach of Pico Boulevard is approximately 5.5 miles and entirely within the City of Los Angeles. Olympic Boulevard is generally wider than Pico Boulevard. Its width varies from 86 feet in West Los Angeles to 74 feet in the Mid-City area. The width of Pico Boulevard varies from 70 feet in West Los Angeles to 56 feet in the Mid-City area.

Both Olympic Boulevard and Pico Boulevard between Centinela Avenue and a point east of Fairfax Avenue are classified as Major Highways (Class II). Major Highways generally operate with two full-time lanes in each direction, with continuous left-turn channelization, and one additional lane in each direction during selected peak periods with parking during off-peak periods. Most of Olympic Boulevard already has both a.m. and p.m. peak period parking restrictions along the project corridors. However, Pico Boulevard has selected sides and hours, with several key segments lacking peak period parking restrictions.

Olympic Boulevard is a divided highway west of Centinela Avenue in the City of Santa Monica. Olympic Boulevard has two full-time lanes in each direction and a continuous left turn channelization. However, in West Los Angeles, Olympic Boulevard has three full-time lanes westbound and two full-time lanes eastbound. Pico Boulevard has two full-time lanes and continuous left turn channelization.

The project corridors are situated within an urban setting. West of Interstate 405 (I-405), the area surrounding Olympic Boulevard is characterized by light industrial/manufacturing to the south and medium density residential, commercial, and light industrial/manufacturing to the north. West of the City of Beverly Hills, Olympic Boulevard is surrounded primarily by low density residential development, with a large amount of commercial shopping development in Century City, some interspersed commercial and medium density residential development, and a light industrial/manufacturing area just east of I-405. Between Avenue of the Stars and Robertson Boulevard (approximately 1.5 miles), Olympic Boulevard is within the jurisdiction of the City of Beverly Hills. Between Robertson Boulevard and Fairfax Avenue, Olympic Boulevard is surrounded primarily by medium density residential development to the south and low and medium density residential development to the north. At the intersections of Robertson Boulevard, La Cienega Boulevard, and Fairfax Avenue, there are medium density commercial developments.

Between Centinela Avenue and Patricia Avenue, Pico Boulevard is surrounded by commercial development, with light industrial/manufacturing adjacent to I-405. Between Patricia Avenue and Century Park East, surrounding land uses include open space/recreational facilities (Hillcrest Golf Club, Rancho Park Golf Club, and Cheviot Hills Park) and commercial and medium density residential development to the south and medium density residential, commercial, and light industrial uses (Fox Studios) to the north. Along Pico Boulevard, between Century Park East and Fairfax Avenue, adjacent parcels
are characterized almost entirely by commercial development, with low density residential development beyond the commercial frontage.

The project corridors are within the Wilshire and West Los Angeles Community Plan Areas. The Wilshire Community Plan includes the following relevant goals:

**GOAL 13:** Provide a well-maintained, safe, efficient freeway, highway and street network

**GOAL 16:** Provide a community-wide circulation system of freeways, highways, and streets which supports existing and planned land uses and anticipated traffic flow volumes, while maintaining acceptable levels of service at all intersections.

The proposed project is in accordance with the Wilshire Community Plan objectives to comply with City-wide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway, Highway and Street access and improvements are provided to accommodate existing and future traffic and land use changes. As Class II Major Highways, the increased capacity afforded by additional peak period traffic lanes, and the improvements to traffic signaling and signage on both Olympic Boulevard and Pico Boulevard will provide improved LOS.

A major portion of the West Los Angeles Community Area is included in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), which is intended to:

1. Provide a mechanism to fund specific transportation improvements due to transportation impacts generated by the projected new development within the WLA TIMP Area;

2. Establish the Transportation Impact Assessment (TIA) Fee process for new development in the C, M and P zones;

3. Require that new development mitigate Significant Transportation Impacts caused by development in the R-3 and less restrictive zones;

4. Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses;

5. Establish a WLA TIMP Area infrastructure implementation process;

6. Promote area-wide transit enhancement through additional transit lines, shuttles, transit centers and facilities which expedite transit flow;

7. Promote or increase work-related ridesharing and bicycling to reduce peak-hour Trips and to keep critical intersections from severe overload;

8. Prevent Peak Hour Level of Service (LOS) on streets and intersections from reaching LOS "F" or, if presently at LOS "F" preclude further deterioration in the Level of Service;

9. Promote neighborhood protection programs to minimize intrusion of commuter traffic through residential neighborhoods;
10. Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies;

11. Ensure that the public transportation facilities that will be constructed with funds generated by the WLA TIMP will significantly benefit the contributor; and

12. Encourage Caltrans to widen the San Diego Freeway for high occupancy vehicle (HOV) lanes.

As such, a project associated roadway improvements would be in accordance with the stated purpose and goals of the WLA TIMP.

To the west of Interstate 405, the West Pico Boulevard Community Design Overlay District (CDO) extends from Centinela Avenue to Sawtelle Boulevard. The CDO primarily specifies requirements and design guidelines for building alterations. However, Standard 13 specifies that surface parking lots should not be located between the front property line and the primary building/storefront on Pico Boulevard. Surface parking should be located to the rear of all structures if vehicular access is available to the rear of the parcel either from an alley or a public street. The Westwood/Pico Neighborhood Oriented District (NOD) specifies a pedestrian oriented district on the north side of Pico Boulevard between Bentley Avenue and Patricia Avenue and the south side of Pico Boulevard between Military Avenue and Patricia Avenue, with specific requirements for sidewalk widths, tree plantings, and placement of adjacent off-street parking. As such, the proposed project includes increased parking restrictions along Pico Boulevard (and Olympic Boulevard). This is in accordance with both the CDO and NOD guidelines.

Between Fairfax Avenue and La Cienega Boulevard, the proposed project is within the Los Angeles Revitalization Zone (LARZ). The LARZ was established to stimulate economic growth, create jobs, and rebuild business within portions of Los Angeles County that suffered physical and economic damage as a result of the civil disturbances that occurred in 1992. The LARZ provides specific tax incentives for companies to encourage hiring of employees, property acquisitions, and loan interest deductions. This LARZ does not provide specific restrictions or regulations on parking or land use development.

The project corridors are situated at an elevation of approximately 150 feet above mean sea level (AMSL) at Centinela Boulevard, 300 feet AMSL at Avenue of the Stars, and 138 feet AMSL at Fairfax Avenue. From the high point near the Avenue of the Stars, there is a gentle topographic gradient to the southeast.

No bodies of water are present on or adjacent to the project corridors. The Pacific Ocean is located approximately 2.8 miles to the west of the western end of the project corridors at Centinela Avenue. Major portions of the project corridors are located outside of a 500-year flood plain within an area of minimal flooding (Zone C), with less than 0.2 percent annual probability of flooding. However, according to the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map for the area between Holt Avenue and
Orlando Avenue (near La Cienega Boulevard), the proposed corridors are within a 500-year flood zone (Zone B). In addition, very short segments of Olympic Boulevard between Balsam Avenue and Louisiana Avenue and Pico Boulevard between Westwood Boulevard and Overland Boulevard are within a 100-year flood zone (Zone A). The project corridors are in a potential inundation area due to failure of the Hollywood Reservoir, Franklin Canyon Reservoir, and Stone Canyon Reservoir.

The project site is underlain by Quaternary-aged alluvium, consisting of clay, silt, sand, and gravel. West of the City of Beverly Hills, the project corridors are located within a Fault Rupture Study Area and an area of minor landslide occurrences. The entire project area overlaps with a number of different active oil fields (South Salt Lake, Beverly Hills, and Cheviot Hill Fields). The project corridors are located in a liquefaction zone.

IV. ENVIRONMENTAL IMPACT EVALUATION

In the Initial Study below, a brief explanation is provided for all answers except "No Impact" answers that are adequately and clearly supported by the information sources cited after each question (e.g., the California Natural Diversity Database shows no sensitive species in the project area). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project specific screening analysis). All sources so referenced are available for review at the offices of the City of Los Angeles Department of Transportation, 100 South Main Street, 9th Floor, Los Angeles. (Call Mr. Ken Husting at [310] 531-8910 for an appointment.)

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, this analysis 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 adopted by the City of Los Angeles.
### Issues

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1. **AESTHETICS** – Would the project:

   **a)** Have a substantial adverse effect on a scenic vista?  
       Reference: 9, Sections A1 and A2  
       Comment: A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. 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.

   The proposed project would be implemented along Olympic Boulevard and Pico Boulevard, which are two highly developed urban corridors of Los Angeles. Far-off scenic vistas and views, including the Hollywood Hills, the Santa Monica Mountains, and the downtown Los Angeles skyline are visible from portions of the project corridors. However, the proposed project would not include construction of any structures or other elements that would result in the obstruction of these views and vistas. Therefore, no impacts to scenic vistas would occur, and no further analysis of this issue is required.

   **b)** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?  
       Reference: 4; 9, Section A1  
       Comment: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed by the proposed project.

   No scenic routes are identified by the State Scenic Highway Program within the project corridors. The proposed project would not include elements, such as structures or other vertical visual features that would affect or visually obstruct scenic resources (e.g., historic buildings) in the project area. Therefore, no impact is anticipated, and no further analysis of this issue is required.

   **c)** Substantially degrade the existing visual character or quality of the site and its surroundings?  
       Reference: 9, Sections A1 and A3  
       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 provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard on weekdays through (1) restriping of existing roadways (without widening), (2) replacement and installation of peak period parking restriction signage, and (3) signal timing modifications of existing traffic signals to favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard. The proposed project would not include structures or other elements that would potentially obstruct views of far-off scenic features or structures and places that contribute to the visual character of the project corridors. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the project corridors and their surroundings, and no impact is anticipated. No further analysis of this issue is required.
Issues

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<th>d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?</th>
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Reference: 9, Section A4
Comment: A significant impact may occur if the proposed project introduces a new source of light or glare which would be incompatible with the areas surrounding the project site or which pose a safety hazard, especially to motorists utilizing adjacent streets.

The proposed project would not result in any new lighting on Olympic Boulevard and Pico Boulevard. In addition, because the proposed project would mainly involve restriping of existing roadways and signal timing modifications, the proposed project would not result in any shadow effects. Therefore, no impacts related to light, glare, and shadows are anticipated. No further analysis of this issue is required.

2. AGRICULTURE RESOURCES – Would the project:
   a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Reference: 1
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.

The proposed project would be implemented along Olympic Boulevard and Pico Boulevard. These transportation corridors are densely developed, primarily with commercial and residential land uses. In general, the majority of the parcels adjacent to the project corridors are zoned for office, retail, commercial, residential, or institutional uses. There are no agricultural uses designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or adjacent to the proposed project. The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Therefore, no impact on agricultural resources is anticipated, and no further analysis of this issue is required.

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

Reference: 1
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.

Olympic Boulevard and Pico Boulevard are designated and zoned for transportation uses. In general, the majority of the parcels adjacent to the project corridors are zoned for office, retail, commercial, residential, or institutional uses. The project corridors are not zoned for agricultural uses or subject to any Williamson Act contracts. Therefore, no impact is anticipated related to agricultural zoning or a Williamson Act contract, and no further analysis of this issue is required.
3. AIR QUALITY – Would the project:

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

Reference: 9, Sections B1, B2, and B3; 17
Comment: A significant impact may occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of the plan. The proposed project is located within the South Coast Air Quality Management District (SCAQMD).

The Wilshire and West Los Angeles Community Plans both recognize the need for a circulation system coordinated with land uses and densities adequate to accommodate traffic. The proposed project would contribute to the improvement of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue. The proposed project is consistent with both community plans and, therefore, is consistent with the Air Quality Element of the City’s General Plan, which, in turn, is in conformance with the AQMP. Therefore, the proposed project is not anticipated to conflict with or obstruct implementation of the existing air quality plan.

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

Reference: 9, Sections B1, B2, and B3; 17
Comment: The South Coast Air Basin is a non-attainment area for nitrogen dioxide (NO₂), ozone (O₃), and particulate matter less than 10 microns in size (PM₁₀) and less than 2.5 microns in size (PM₂.₅). In determining attainment and maintenance of air quality standards, the SCAQMD has established thresholds of significance for these and other criteria pollutants. A significant impact would occur if the project resulted in substantial emissions during construction or operation which would exceed the established thresholds.

Project emissions would be generated from the restriping of existing roadways. As the proposed project would provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard on weekdays, it would not result in new trip generation and would reduce delays. However, existing trip patterns may change as a result of the signal timing modifications, which would favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard. Impacts of this change on air emissions concentrations at local intersections or along street segments within the project vicinity may potentially be significant. Therefore, further analysis of this issue will be included in the Draft EIR.
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)?

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Reference: 9, Sections B1 and B2; 17

Comment: A significant impact may occur if the proposed project, when viewed together with the effects of other projects, would result in a considerable net increase of a criteria pollutant for which the region exceeds air quality standards. The South Coast Air Basin is designated as a non-attainment area for NO2, O3, PM10, and PM2.5.

As discussed above, project emissions would be generated from the restriping of existing roadways. As the proposed project would provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard on weekdays, it would not result in new trip generation and would reduce delays. However, existing trip patterns may change as a result of the signal timing modifications, which would favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard. Cumulative impacts of this change on air quality may potentially be significant. Therefore, further analysis of this issue will be included in the Draft EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

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Reference: 9, Sections B1, B2, and B3; 17

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. Land uses considered to be sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

Sensitive receptors near the project corridors include adjacent residences. While the proposed project would reduce delays (and corresponding emissions from traffic delays), existing trip patterns may change as a result of the signal timing modifications, which would favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard. Impacts of this change on air emissions concentrations at local intersections or along street segments within the project vicinity may affect sensitive receptors in the project area. Therefore, further analysis of this issue will be included in the Draft EIR.

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

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Reference: 9, Section B2; 17

Comment: A significant impact may occur if construction or operation of the proposed project would result in the generation of odors that would be detectable in adjacent areas.

The proposed project would provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard on weekdays through (1) restriping of existing roadways (without widening), (2) replacement and installation of peak period parking restriction signage, and (3) signal timing modifications of existing traffic signals to favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard. Accordingly, these proposed activities would not generate any objectionable odors. Therefore, no impact is anticipated to occur, and no further analysis of this issue is required.
Issues

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

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

Reference: A significant impact may occur if a project were to result in a considerable increase in greenhouse gas emissions due to changes in vehicle miles traveled and travel speeds.

Project construction (e.g., restriping), though minimal, would result in short-term greenhouse gas (GHG) emissions. With respect to long-term project operations, project improvements could potentially 1) result in changes to existing Westside travel and circulation patterns (in areas served by the project corridors) that either increase or decrease regional vehicle miles traveled (VMT) and related GHG emissions; and 2) result in improved travel speeds and congestion relief that generally serve to reduce GHG emissions (due to improved GHG emissions factors that result from higher average travel speeds). These phenomena and their effects on GHG emissions and climate change, as well as the project’s consistency with applicable federal, state and local plans, policies and regulations to reduce GHG emissions will be evaluated in the Draft EIR.

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

Reference: See discussion 3(f) above.

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

Reference: 3; 9, Section 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.

A search of the California Department of Fish and Game (CDFG), California Natural Diversity Database lists occurrences of the federal and/or state-listed species in the area covered by the Beverly Hills Quadrangle of the USGS topographic map (see Appendix A). According to the list, the following federally-listed or California-listed threatened or endangered species have the potential to exist in the project area: southwestern willow flycatcher, salt marsh bird’s beak, coastal California gnatcatcher, and California black rail. However, the project corridors are classified as Major Highways (Class II) in the City’s Transportation Element and do not contain any native habitat that supports candidate, sensitive, or special status plant and animal species. In addition, the proposed project would provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard on weekdays through (1) restriping of existing roadways (without widening), (2) replacement and installation of peak period parking restriction signage, and (3) signal timing modifications of existing traffic signals to favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard. Accordingly, these proposed activities would not result in the removal of...
disturbance of any plant or animal species. Therefore, no impact is anticipated to occur, and no further analysis of this issue is required.

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

Reference: 3; 9, Section C

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

The proposed project is within a highly developed urban area, where there are few suitable habitats for wildlife. As such, there are no expected impacts related to riparian habitats or other sensitive natural communities. Implementation of the proposed project, which involves restriping, replacement and installation of parking restriction signage, and signal timing modifications, would not remove or disturb existing biological resources, including riparian habitats, in the project corridors and their vicinity. Therefore, the proposed project would not have the potential to affect any riparian habitat or sensitive natural community, and no further analysis of this issue is required.

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

Reference: 3; 9, Section C

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.

The proposed project is not located within or adjacent to any areas that would be considered a wetland as defined by Section 404 of the Clean Water Act. The nearest wetland is the Ballona Wetland located approximately one mile south of the eastern end of the project corridors at Fairfax Avenue. Therefore, no impacts related to wetlands are anticipated to occur, and no further analysis of this issue is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Reference: 3; 9, Section 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 corridors are located in a fully urbanized area with little suitable habitat capable of supporting migratory wildlife species. No apparent wildlife corridors or nursery sites are located within the project corridors or their vicinity. Therefore, no impacts related to wildlife movement are anticipated to occur, and no further analysis of this issue is required.
Issues

<table>
<thead>
<tr>
<th>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference: 9, Section C</td>
</tr>
<tr>
<td>Comment: A significant impact may occur if the proposed project would cause an impact that was inconsistent with local regulations pertaining to biological resources, including protected trees.</td>
</tr>
</tbody>
</table>

The Los Angeles Municipal Code protects certain species of trees native to the City. These trees include most oak trees, Southern California black walnut, western sycamore, and California bay. No such protected tree species exist within the project corridor. City policies also specify replacement ratios when street trees are removed. However, since the proposed project involves restriping, replacement and installation of parking restriction signage, and signal timing modifications, and would not require physical roadway widening, no street trees are proposed to be removed. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur. No further analysis of this issue is required.

<table>
<thead>
<tr>
<th>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?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference: 9, Section C</td>
</tr>
<tr>
<td>Comment: A significant impact may occur if the proposed project was inconsistent with mapping or policies in any conservation plans of the types cited.</td>
</tr>
</tbody>
</table>

The project corridors are located within a heavily urbanized area. No habitat conservation plans are applicable to the project corridors. Accordingly, the proposed project would not conflict with any local, regional, or state habitat conservation plan, and no impact is anticipated to occur. No further analysis of this issue is required.

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? |
   Reference: 8; 9, Section D3                                                                                         |
   Comment: A significant impact would occur if the project caused a substantial adverse change to a historical resource through demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired.

A historical resource is defined as: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California, provided that the lead agency’s determination is supported by substantial evidence in light of the whole record.
Currently, there are no designated historic sites along the project corridors. However, there are two historic preservation overlay zones (Carthay and South Carthay Historic Preservation Overlay Zones) located on the eastern end of the Olympic Boulevard Corridor.\(^2\) Since the proposed project involves restriping, replacement and installation of parking restriction signage, and signal timing modifications, and would not require physical roadway widening, no historic or potentially historic sites/buildings would be affected. In addition, the proposed project would not include elements, such as structures, or other vertical visual features that would affect or obstruct views of historic or potentially historic resources in the project area. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?  
Reference: 5; 8; 9, Section D2  
Comment: A significant impact would occur if the project caused a substantial adverse change to an archaeological resource through demolition, construction, conversion, rehabilitation, relocation, or alteration.

According to the City of Los Angeles General Plan Framework Draft EIR, there are some archaeological sites within the immediate vicinity of the project corridors. However, the proposed project involves restriping, replacement and installation of parking restriction signage, and signal timing modifications, and would not require any ground disturbing activities that would change the significance of an archaeological resource. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  
Reference: 5; 8; 9, Section D1  
Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb paleontological resources or geologic features which exist within the project site.

According to the City of Los Angeles General Plan Framework Draft EIR, there are some paleontological sites within the immediate vicinity of the project corridors. However, the proposed project involves restriping, replacement and installation of parking restriction signage, and signal timing modifications, and would not require any excavation that would potentially disturb paleontological resources or geologic features that exist within the project corridors. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

d) Disturb any human remains, including those interred outside of formal cemeteries?  
Reference: 5; 8; 9, Section D2  
Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb previously interred human remains.

---

\(^2\) Recognizing the need to identify and protect neighborhoods with distinct architectural and cultural resources, the City has developed an expansive program of Historic Preservation Overlay Zones (HPOZs). HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts.
As discussed above, the proposed project involves restriping, replacement and installation of parking restriction signage, and signal timing modifications, and would not require any excavation that would potentially disturb human remains, including those interred outside of formal cemeteries. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

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: 2; 9, Section E1; 13
         Comment: A significant impact may occur if the proposed project resulted in or exposed people to adverse effects involving fault rupture, such as from placement of structures or infrastructures within a state-designated Alquist-Priolo Zone or other designated fault zone.

      The Los Angeles Basin is an area known to be seismically active, and there are a number of active and potentially active faults within the project area. According to a review of Alquist-Priolo Fault Hazard maps, the Olympic Boulevard and Pico Boulevard corridors are located within a fault zone. The nearest known earthquake fault mapped under the Alquist-Priolo Earthquake Fault Zoning Act is the Hollywood–Santa Monica Fault Zone, which encompasses the western half of the proposed corridors. The Hollywood-Santa Monica Fault is oriented in an east west direction and has a probable magnitude of a seismic event projected to range from 6.0 to 7.0 on the Richter Scale.

      The proposed project would not involve construction of new structures along Olympic Boulevard and Pico Boulevard that would be exposed to fault rupture. The proposed project would involve restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. Accordingly, implementation of the proposed project would not create any new impacts related to fault rupture and seismic ground shaking beyond existing conditions. Therefore, no impacts related to fault rupture and seismic ground shaking would occur, and no further analysis of this issue is required.

      ii) Strong seismic ground shaking?
         Reference: 9, Section E1
         Comment: A significant impact may occur if the proposed project resulted in or exposed people to adverse effects involving strong ground shaking from fault rupture or seismic hazards.

         Please see the discussion in 6(a)(i) above. There are no structures planned as part of the proposed project. Accordingly, implementation of the proposed project would not create any new impacts related to fault rupture and seismic ground shaking beyond existing conditions. Therefore, no impacts related to fault rupture and seismic ground shaking would occur, and no further analysis of this issue is required.

3 Active faults are believed to have moved between 11,000 and 2 million years ago.
### Issues

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
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</thead>
<tbody>
<tr>
<td>iii) Seismic-related ground failure, including liquefaction?</td>
<td>☐</td>
<td>☐</td>
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<td>☒</td>
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<tr>
<td>Reference: 9, Section E1; 13</td>
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<tr>
<td>Comment: A significant impact may occur if the project resulted in or exposed people to adverse effects involving seismic-related ground failure from liquefaction and other geologic hazards. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Portions of the project corridors are within areas of potential liquefaction. However, the proposed project would not involve construction of new structures that would be exposed to liquefaction. The proposed project would involve restriping and changes to parking restriction signage along two major existing transportation corridors. Accordingly, implementation of the proposed project would not create any new impacts related to liquefaction beyond existing conditions. Therefore, no impact related to liquefaction would occur, and no further analysis of this issue is required.</td>
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<tr>
<td>iv) Landslides?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
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<tr>
<td>Reference: 9, Section E1; 13</td>
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<tr>
<td>Comment: A significant impact may occur if the project resulted in or exposed people to adverse effects involving landslides from geologic hazards. Areas prone to hazards from landslides are usually located on hillsides or next to hillsides. The project corridors are located on flat terrain and are not located near any hillsides. According to the City of Los Angeles General Plan Public Safety Element, the project corridors are not within a designated landslide area and, therefore, are not subject to earthquake-induced landslides. As such, no impact related to landslides would occur, and no further analysis of this issue is required.</td>
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<tr>
<td>b) Result in substantial soil erosion or the loss of topsoil?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
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<tr>
<td>Reference: 9, Section E2</td>
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<tr>
<td>Comment: A significant impact may occur if the proposed project exposed large areas to the erosional effects of wind or water for a prolonged period of time. The potential for soil erosion during the implementation and operation of the proposed project is low because the proposed project is currently entirely paved. The proposed project does not involve disturbance of pavement or subsurface soil. No erosion due to wind or water is expected as a result of the proposed project. As such, no impact related to landslides would occur, and no further analysis of this issue is required.</td>
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<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
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<tr>
<td>Reference: 9, Section E1</td>
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<tr>
<td>Comment: A significant impact may occur if the proposed project is built in an unstable area without proper site preparation or design features, thus posing a hazard to life and property. The project corridors are not located within a landslide area. However, according to the State of California State Geologist, the project corridors are located partially within a designated liquefaction zone. However, the proposed project would not involve construction of new structures that would be exposed to liquefaction, lateral spreading, or subsidence. The proposed project would involve</td>
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</table>
improvements to existing major transportation corridors already in operation in order to create peak period traffic lanes to alleviate congestion. Accordingly, implementation of the proposed project would not create any new impacts related to lateral spreading, subsidence, liquefaction, or collapse beyond existing conditions. As such, no impacts would occur, and no further analysis of these issues is required.

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: 13

Comment: Expansive soils typically have a high clay content and high shrink-swell potential. Shrinking and swelling of soils underlying a project area may cause structures to become physically unsound or walkways to buckle and become dangerous or difficult to navigate. A significant impact may occur if the proposed project was built upon expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.

Soils in the project area are classified by the U.S. Soil Conservation Service as alluvial deposits remaining from the Los Angeles River. Major soil associations found in the corridor area include Chino Silt Loam, Hanford Clay Loam, Hanford Fine Sandy Loam, Montezuma Clay Adobe, Ramona Clay Loam, Ramona Loam, Ramona Sandy Loam, Yolo Clay Loam, and Yolo Loam, some of which are considered to be expansive soils. However, the proposed project would not involve construction of new structures that would be exposed to expansive soils. The proposed project would involve improvements to existing major transportation corridors already in operation in order to create peak period traffic lanes to alleviate congestion. Accordingly, implementation of the proposed project would not create any new impacts related to expansive soils beyond existing conditions. As such, no impact related to expansive soil would occur, and no further analysis of this issue is required.

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

Reference:

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

The project corridors are served by the City of Los Angeles wastewater disposal system. The proposed project involves street improvements (restriping, parking restriction signage, etc.) and does not include any features that would generate wastewater. The proposed project would involve improvements to existing major transportation corridors already in operation in order to create peak period traffic lanes to alleviate congestion. Septic tanks and other alternative wastewater disposal systems are not required or necessary for the proposed project. Therefore, no impact related to the use of septic tanks would occur, and no further analysis of this issue is required.

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?
**Issues**

<table>
<thead>
<tr>
<th>Reference: 9, Section F2</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

The proposed project involves restriping existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. The proposed project would involve improvements to existing major transportation corridors already in operation in order to create peak period traffic lanes to alleviate congestion. Accordingly, implementation of the proposed project would not create any new impacts related to the transport, use, or disposal of hazardous materials beyond existing conditions. As such, no impact related to hazards from the routine transport, use, or disposal of hazardous materials would occur, and no further analysis of this issue is required.

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

- Potentially Significant Impact: ☐
- Less Than Significant With Mitigation: ☐
- Less Than Significant: ☐
- No Impact: ☒

Reference: 9, Section F2

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

The proposed project involves restriping existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. The proposed project would not involve (1) the use any hazardous materials, (2) soil disturbances, or (3) excavation that might disturb contaminated soils or leaking underground storage tanks. Accordingly, implementation of the proposed project would not create any new impacts involving hazard to the public or the environment through upset and accident conditions from the release of hazardous materials into the environment beyond existing conditions. As such, no impact related to public hazard through the accidental release of hazardous materials would occur, and no further analysis of this issue is required.

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

- Potentially Significant Impact: ☐
- Less Than Significant With Mitigation: ☐
- Less Than Significant: ☐
- No Impact: ☒

Reference: 9, Section F2

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

As discussed above, the proposed project involves restriping existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. The proposed project would not handle hazardous or acutely hazardous materials, substances, or waste that would result in the potential for hazardous
emissions. Although there are a number of schools within a quarter mile of the project corridors along Olympic Boulevard and Pico Boulevard, implementation of the proposed project would not create any new impacts beyond existing conditions. As such, no impact to schools would occur, and no further analysis of this issue is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Reference: 9, Section F2

Comment: A significant impact may occur if the proposed project site contained hazardous materials that would create a significant hazard to the public or the environment. California Government Code Section 65962.5 requires state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

As discussed above, the proposed project involves restriping existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. Because the proposed project would occur entirely within existing public rights-of-way and would not involve soil or groundwater disturbing construction activities, it is highly unlikely that any potentially contaminated soil and/or groundwater would be disturbed as a result of project implementation. As a result, it is not anticipated that hazardous materials or contaminated soils and/or groundwater would be encountered during project implementation. As such, no impact would occur, and no further analysis of this issue is required.

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

Reference: 9, Section F1

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

The western end of the project corridors is located within one mile northeast of the Santa Monica Municipal Airport. However, since the proposed project involves restriping existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications and is not located within the flight corridor of the airport, the proposed project would not create any new safety hazard related to the airport beyond existing conditions. In addition, the proposed project would not include new housing or structures and, thus, would not place additional workers or residents in the project area. Therefore, no impact related to airport safety hazards would occur, and no further analysis of this issue is required.
### Issues

<table>
<thead>
<tr>
<th>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?</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment: A significant impact may occur if the proposed project is located within the vicinity of a private airstrip and would create a safety hazard for people in the project area.</td>
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</table>

There are no private airstrips in the project vicinity. Accordingly, the proposed project would not expose people residing or working in the project site to aircraft safety hazards. No impact would occur, and no further analysis of this issue is required.

<table>
<thead>
<tr>
<th>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment: A significant impact may occur if the proposed project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan.</td>
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<td>X</td>
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</tbody>
</table>

The proposed project involves restriping existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications to reduce traffic congestion. These improved conditions would not physically interfere with emergency response plans or evacuation plans but would enhance emergency access to the surrounding area during peak traffic periods. Therefore, no impact to emergency response plans or evacuation plans would occur, and no further analysis of this issue is required.

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<tr>
<th>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment: A significant impact may occur if the proposed project is located in or adjacent to a wildland area and could put persons or structures at risk in the event of a fire.</td>
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<td>X</td>
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</table>

The project corridors are located in a fully urbanized portion of the City of Los Angeles that is not susceptible to wildland fires. Therefore, no impacts are anticipated related to the exposure of people or structures to a significant risk of loss of injury or death involving wildfires, and no further analysis of this issue is required.

#### 8. HYDROLOGY AND WATER QUALITY

Would the project:

<table>
<thead>
<tr>
<th>a) Violate any water quality standards or waste discharge requirements?</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment: A significant impact may occur if the proposed project discharged water which did not meet the quality standards set by agencies which regulate surface water quality and water discharge into storm water drainage systems.</td>
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<td>X</td>
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</table>
### Issues

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<tr>
<th>Impact Level</th>
<th>Potentially Significant</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant</th>
<th>No Impact</th>
</tr>
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</table>

Implementation of the proposed project would involve improvements to existing operational major transportation corridors. Accordingly, the proposed project would neither create nor contribute to water quality degradation. The proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. Implementation of the proposed project would not create any new impacts related to water quality beyond existing conditions. Therefore, no impacts related to water quality would occur, and no further analysis of this issue is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Reference: 9, Section G2

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.

Implementation of the proposed project would involve improvements to existing operational major transportation corridors. Accordingly, the proposed project would neither create nor contribute to any impacts regarding groundwater supply or recharge. The proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. The project would not change the extent of pavement or the amount of impervious surfaces within the project corridors or require the use of water beyond existing conditions. Therefore implementation of the proposed project would not create any new impacts related to the depletion of groundwater supplies or interference with groundwater recharge beyond existing conditions. Therefore, no impacts related to groundwater would occur, and no further analysis of this issue is required.

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

Reference: 9, Section G1

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 project corridors are located in a fully developed portion of the City of Los Angeles and have
been previously developed with impervious surfaces, with stormwater moving as sheet flow across the paved areas. The proposed project would involve improvements to existing major transportation corridors already in operation in order to create peak period traffic lanes to alleviate congestion. Implementation of the proposed project would involve restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. Accordingly, no erosion is expected since soil or ground disturbance is not proposed. In addition, no streams or river courses are located in or adjacent to the project corridors. Therefore, implementation of the proposed project would not create any new impacts related to erosion within the project corridors and in the project vicinity beyond existing conditions. As such, no impact related to erosion or siltation would occur, and no further analysis of this issue is required.

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: 9, Section G1

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.

As indicated in the discussion in 8(c) above, the project corridors are developed with impervious surfaces, and no streams or river courses are located in or adjacent to these corridors. Implementation of the proposed project would involve restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. Accordingly, no new runoff would be expected, and runoff from the project corridors would continue to move as sheet flow across paved areas towards existing storm drains. Therefore, implementation of the proposed project would not create any new impacts related to flooding within the project corridors and in the project vicinity beyond existing conditions. As such, no impact related to flooding would occur, and no further analysis of this issue is required.

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: 9, Section G1

Comment: A significant impact may occur if the volume of the storm water 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 substantially increased the probability that polluted runoff would reach the storm drain system.

As indicated in the discussions in 8(c) and (d) above, runoff from the project corridors would continue to be directed towards existing storm drains in the project vicinity. Since Olympic Boulevard and Pico Boulevard are fully paved, there would be no change in the volume of stormwater runoff resulting from project implementation. Therefore, implementation of the proposed project would not create any new impacts related to stormwater drainage within the project corridors and in the project vicinity.
Issues

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beyond existing conditions. As such, no impact related to flooding or polluted runoff would occur, and no further analysis of this issue is required.

f) Otherwise substantially degrade water quality?

Reference: 9, Section G3
Comment: A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

Implementation of the proposed project would involve restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. Accordingly, the proposed project would neither create nor contribute to water quality degradation. As such, no impact related to water quality would occur, and no further analysis of this issue is required.

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: 9, Section G4; 13
Comment: A significant impact may occur if the proposed project was located within a 100-year flood zone.

Major portions of the project corridors are located outside of a 500-year flood plain within an area of minimal flooding (Zone C), with less than 0.2 percent annual probability of flooding. However, according to the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map for the area between Holt Avenue and Orlando Avenue (near La Cienega Boulevard), the proposed corridors are within a 500-year flood zone (Zone B). In addition, very short segments of Olympic Boulevard between Balsam Avenue and Louisiana Avenue and Pico Boulevard between Westwood Boulevard and Overland Boulevard are within a 100-year flood zone (Zone A). The proposed project would not involve construction of residential structures along the project corridors that would be exposed to 100-year flood events. During these storm events, portions of the project corridors are, and will continue to be, subject to limited flooding of short duration. Accordingly, implementation of the proposed project would not create any new impacts related to flooding beyond existing conditions. Therefore, no impacts related to flooding or flood hazards are anticipated to occur, and no further analysis of this issue is required.

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

Reference: 9, Section G4; 13
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.

Please refer to the discussion in 8(g) above. The proposed project would not involve construction of any new structures along the project corridors that would be exposed to 100-year flood events. Accordingly, implementation of the proposed project would not create any new impacts related to flooding beyond existing conditions. Therefore, no impacts related to flooding or flood hazards are anticipated to occur, and no further analysis of this issue is required.
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, Section G3; 13
Comment: A significant impact may occur if the proposed project were located in a flood prone area, including floods caused by the failure of a dam or levee.

The proposed project is within a potential inundation area in the event of a failure of the Hollywood Reservoir, Franklin Canyon Reservoir, and Stone Canyon Reservoir. However, since all the dams and reservoirs in the City have been retrofitted pursuant to the 1972 State Dam Safety Act, the occurrence of dam or reservoir failure is unlikely. In addition, the proposed project would not involve construction of any new structures along the project corridors that would be subject to flooding. Accordingly, implementation of the proposed project would not create any new impacts related to flooding due to dam failure beyond existing conditions. Therefore, no impact related to flooding due to dam failure is anticipated to occur, and no further analysis of this issue is required.

j) Inundation by seiche, tsunami, or mudflow?

Reference: 9, Section G3; 13
Comment: A significant impact may occur if the proposed project was located in an area with inundation potential due to seiche, tsunami, or mudflow.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. There are no such bodies of water within the project corridor or in the project area. The occurrence of a seiche due to seismic activity would not likely affect the proposed project. A tsunami is a great sea wave, produced by a significant undersea disturbance, such as tectonic displacement of a sea floor associated with large shallow earthquakes. The project corridors are at a minimum of 2.5 miles inland from the Pacific Ocean at their western terminus (Centinela Avenue), and as such, inundation due to a tsunami is not likely to affect the proposed project. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The proposed project is located within a relatively flat area. Accordingly, it is not subject to mudflows. In addition, the proposed project would not involve construction of new structures along the project corridors that would be subject to seiche, tsunami, or mudflow. Implementation of the proposed project would not create any new impacts related to these events beyond existing conditions. Therefore, no impacts are anticipated related to inundation by seiche, tsunami, or mudflow, and no further analysis of these issues is required.

9. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?

Reference: 9, Section H2
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 project corridors primarily include parcels zoned for office, retail, commercial, residential and institutional uses. The proposed project would involve restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. However, it would not result in new land uses that would divide existing communities along Olympic Boulevard and Pico Boulevard. Therefore, no
impacts related to dividing an established community would occur, and no further analysis of this issue is required.

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

Reference: 9, Section H2; 15; 16

Comment: A significant impact may occur if the proposed project were inconsistent with the General Plan designations or zoning currently applicable to the proposed project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

The proposed project is located within the West Los Angeles and Wilshire Community Plan Areas. The West Los Angeles Community Transportation Improvement and Mitigation Specific Plan (WLA TIMP) generally calls for the continued development of the highway and street system in conformance with existing programs to facilitate local traffic circulation, relieve congestion and provide mobility for all citizens. The Wilshire Community Plan calls for the provision of a well-maintained, safe, efficient freeway, highway and street network, as well as a community-wide circulation system of freeways, highways, and streets which supports existing and planned land uses and anticipated traffic flow volumes, while maintaining acceptable levels of service at all intersections. The proposed project would involve restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. As such, the proposed project is consistent with both the WLA TIMP and the Wilshire Community Plan, and no further analysis of this issue is required.

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

Reference: 9, Section H2

Comment: A significant impact may occur if the proposed project conflicts with a habitat conservation plan or natural community conservation plan adopted for the area surrounding the project location.

As discussed in 4(f) above, the proposed project does not contain any biological resources or habitats that would require conservation or special care. Accordingly, the City of Los Angeles General Plan has no adopted habitat conservation plan or natural community conservation plan that would be affected by the proposed project. The proposed project is located in a fully urbanized area within the City of Los Angeles. Therefore, no impact related to conservation plans would occur, and no further analysis of this issue is required.

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: 6; 9, Section E4; 13

Comment: A significant impact may occur if the proposed 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 regionally-important mineral extraction use to another use, of if the project affected access to a site used or potentially available for regionally-important mineral resource extraction.

Aggregate (sand and gravel) and petroleum resources are the known mineral resources that are of value to the region and residents of the State. According to the Conservation Element of the City’s General Plan, aggregate deposits follow the Los Angeles River flood plain. Most of the areas containing the resource were developed with structures before they were classified as resource conservation zones and thus these deposits are currently unavailable for extraction.

Petroleum resources are located within the project area. A review of the Safety Element of the City’s General Plan indicated that the Beverly Hills Oil Field, Cheviot Hill Oil Field, and the South Salt Lake Oil Field are located beneath the project corridors.

The proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. The only identified accessible deposits for aggregate resources occur outside the project corridors, and access to the oil fields would not be hindered by implementation of the proposed project. The proposed project would occur only on the existing roadways, and no elements of the proposed project’s construction or operation would result in the loss of availability of the above named mineral resources. Therefore, no impact is anticipated to occur, and no further analysis of this issue is required.

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

Reference: 6; 9, Section E4; 13

Comment: A significant impact may occur if a project is located in an area used or available for extraction of a locally-important mineral resource as delineated on a local general plan, specific plan or other land use plan.

The only locally-important mineral resource located within the vicinity of the project area is petroleum. Though segments of the project corridors traverse the oil fields mentioned above, the oil fields are located underground, and petroleum extraction equipment is not located on the existing roadways. The proposed project would not involve excavation and would not result in the loss of availability of a locally-important mineral resource recovery site. Therefore, no impact is anticipated to occur, and no further analysis of this issue is required.

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, Sections I1 and I2

Comment: A significant impact may occur if the proposed project would generate noise levels that exceeded the standards for ambient noise as established by the general plan and municipal code and/or exposed persons or sensitive uses to increased noise levels. Noise sensitive uses may include residences, transient lodging, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks.
The proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. The project would not involve substantial construction activities, such as excavation or street widening. Restriping of the existing street would result in a less-than-significant impact related to construction noise. Operation of the project would have less-than-significant impacts as Olympic Boulevard and Pico Boulevard already generate noise, which is typical of transportation arterials in an urban setting. Segments of Pico Boulevard, where peak period parking restrictions are currently not in place, would experience less-than-significant impacts from project implementation since the parking restrictions would only take place during peak periods on weekdays. Most of Olympic Boulevard already implements peak period parking restrictions. Accordingly, noise levels from project implementation would not be significantly different from existing conditions of operation of Class II Major Highways and, thus, less-than-significant impacts would be expected from the proposed project. However, further analysis of this issue will be included in the Draft EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?  
Reference: 9, Sections I1 and I2
Comment: A significant impact may occur if the project resulted in or exposed people to excessive groundborne vibration or groundborne noise levels during construction or operation. This would include excessive groundborne vibration or noise which causes structural damage or displaces objects in nearby buildings.

As stated above, the proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications.

The proposed project would not require substantial construction activities to result in vibration or groundborne noise levels from construction. The proposed project would not include new operation of machinery or equipment on a routine basis that would result in long-term groundborne vibration or noise. As such, the proposed project would not result in any impact related to excessive groundborne vibration or groundborne noise levels, and no further analysis of this issue is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  
Reference: 9, Section I2
Comment: A significant impact may occur if the proposed project were to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project.

Noise levels in the project vicinity are dominated by vehicular traffic along Olympic Boulevard and Pico Boulevard, and this would continue after implementation of the proposed project. The project is not growth-inducing and would not generate additional traffic. However, the improved traffic flow resulting from the proposed project may encourage additional commuters to utilize Olympic Boulevard and Pico Boulevard for west-east travel. Any additional noise levels would be expected to occur during morning and afternoon rush hours on weekdays and may potentially increase peak
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period noise levels in the project corridor. Further analysis of this issue will be included in the Draft EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
   Reference: 9, Sections I1 and I2
   Comment: A significant impact may occur if the proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project.

Please refer to the discussion in 11(c) above. Any additional noise levels would be expected to occur during morning and afternoon rush hours on weekdays and may potentially increase peak period noise levels in the project corridor. Further analysis of this issue will be included in the Draft EIR.

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: 9, Sections I1, I2, and I4
   Comment: A significant impact may occur if the project is located within an airport land use plan or within two miles of a public airport and people residing or working in the project area would be exposed to excessive noise levels.

The western end of the project corridors is located within one mile northeast of the Santa Monica Municipal Airport. However, the proposed project would provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard on weekdays through (1) restriping of existing roadways (without widening), (2) replacement and installation of peak period parking restriction signage, and (3) signal timing modifications of existing traffic signals to favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard. The proposed project would not include structures or other elements that would potentially create significant noise impacts. In addition, the proposed project would not include new housing or structures and, thus, would not place additional workers or residents in the project area. Therefore, a less-than-significant impact related to airport noise would occur, and no further analysis of this issue is required.

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: 9, Sections I1, I2, and I4
   Comment: A significant impact may occur if the project is located in the vicinity of a private airstrip and people residing or working in the project area would be exposed to excessive noise levels.

There are no private airstrips in the project vicinity. Accordingly, the proposed project would not expose people residing or working in the project site to aircraft noise. No impact would occur, and no further analysis of this issue is required.
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: 9, Section J1
Comment: A significant impact may occur if the proposed project induced substantial population growth in an area, either directly or indirectly.

The proposed project is a transportation improvement project that would reduce congestion along Olympic Boulevard and Pico Boulevard from Centinela Avenue to Fairfax Avenue and would be implemented on existing roadways already used by vehicles. The proposed project would not include a housing element and, as such, is not anticipated to induce direct substantial population growth in the area.

The proposed project’s operational elements are already in place within the existing rights-of-way. The proposed project involves restriping, changing of signage to provide continuous peak period curb lane parking restrictions to allow through traffic use during peak periods, and signal timing modifications. Accordingly, project operation would not create any new impacts related to population and housing beyond existing conditions. Therefore, no impacts are anticipated related to population growth, and no further analysis of this issue is required.

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

Reference: 9, Sections J1 and J2
Comment: A significant impact may occur if the proposed project would result in the displacement of existing housing units, necessitating construction of replacement housing elsewhere.

The proposed project would be implemented within the existing City-owned public rights-of-way and would not displace any housing. The proposed project would not require the acquisition or relocation of land uses and, as such, would not displace any housing that would necessitate the construction of replacement housing elsewhere. Therefore, no impact is anticipated related to the displacement of housing, and no further analysis of this issue is required.

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

Reference: 9, Section J2
Comment: A significant impact may occur if the proposed project resulted in displacement of a substantial number of people.

As mentioned above, the proposed project would be implemented within the existing public rights-of-way. The proposed project would not require the acquisition or relocation of land uses and, as such, would not displace any number of people that would necessitate the construction of replacement housing elsewhere. Therefore, no impacts are anticipated related to the displacement of people and a need for replacement housing, and no further analysis of this issue is required.
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: 9, Section K2; 10
Comment: A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the proposed project area based on response time, access, or fire hydrant/water availability.

The proposed corridors are serviced primarily by three Fire Department Stations: Los Angeles Fire Department (LAFD) Fire station No. 59, LAFD Fire station No. 92, and LAFD Fire Station No. 58. Stations 59 and 92 are located on Olympic Boulevard and Pico Boulevard, respectively, within the project corridors. Station 58 is located on Robertson Boulevard, approximately one quarter mile south of Pico Boulevard. The proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. The proposed project would not include structures or other elements that would potentially create significant impacts to fire protection services. The proposed project would not result in the acquisition of any parcels and, as such, would not result in the displacement of an existing LAFD or other fire service facilities. In addition, as a standard practice, the LAFD would be notified prior to restriping activities so that accommodations can be made to emergency responses and access to properties along the project corridor be maintained during this phase. As such, the proposed project would have no impact on fire protection services in the project area, and no further analysis of this issue is required.

ii) Police protection?

Reference: 9, Section K1; 12
Comment: A significant impact may occur if the proposed project resulted in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

The project corridors are served by the Los Angeles Police Department (LAPD). Specifically, the project corridors are served by two police stations: the West Los Angeles Community Police Station (1663 Butler Avenue) and the Wilshire Community Police Station (4861 West Venice Boulevard). The West Los Angeles Station is located approximately 0.6 mile northwest of Olympic Boulevard. The Wilshire Station is located approximately 1.3 miles east of the intersection of Pico Boulevard and Fairfax Avenue. The proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. The proposed project would not include structures or other elements that would potentially create significant impacts to police protection services. The proposed project would not result in the acquisition of any parcels and, as such, would not result in the displacement of an existing LAPD or other police protection facilities. In addition, as a standard practice, the LAPD would be notified prior to restriping activities so that accommodations can be made to emergency responses and access to properties along the project corridor be
maintained during this phase. As such, the proposed project would have no impact on police protection services in the project area, and no further analysis of this issue is required.

iii) Schools?

Reference: 9, Section K3

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

The proposed project does not include a housing component and, thus, would not result in a direct population increase in the area. Accordingly, it would not cause an additional demand on local schools. The proposed project’s operational elements are already in place within the existing public rights-of-way. The proposed project involves restriping of existing roadways, changing of signage to provide continuous peak-period curb lane parking restrictions to allow through traffic during peak periods, and signal timing modifications. In addition, as a standard practice, bus operators (including those associated with the Los Angeles Unified School District and other school districts in the project vicinity) would be notified prior to restriping so that accommodations can be made to bus routes. Project operation would not create any new impacts related to population and housing beyond existing conditions. No impacts are anticipated related to population or employment growth, and, therefore, no impacts would result affecting the enrollment capacities of the surrounding schools. No further analysis of this issue is required.

iv) Parks?

Reference: 9, Section K4

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

The proposed project does not include a housing component, and, therefore, increased demand on park service, typically resulting from an increase in residential population, is not anticipated. The proposed project involves restriping and changing of signage to provide continuous peak period curb lane parking restrictions to allow through traffic during peak periods. Accordingly, the proposed project is not a growth-inducing project, either directly or indirectly, and would, therefore, not increase the demand for parks in the area. Therefore, no impacts on parks are anticipated, and no further analysis of this issue is required.

v) Other public facilities?

Reference: 9, Section K5

Comment: A significant impact may occur if the proposed project could generate demand for the need for other public facilities, which exceeds the capacity available to serve the project site.

The proposed project is not a growth-inducing project, either directly or indirectly. There are no public libraries located within a quarter mile of the project vicinity. Therefore, no impact on libraries or other public facilities has been identified, and no further analysis of this issue is required.
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: 9, Section K4  
Comment: A significant impact may occur if the proposed project included substantial employment or population growth which could generate demands for public parks and recreational facilities that exceed the capacity of those that currently exist.

The proposed project does not include a housing component, and, therefore, increased demand on existing neighborhood and regional parks or other recreational facilities, typically resulting from an increase in residential population, is not anticipated. Therefore, the proposed project would not impact existing neighborhood or regional parks or other recreational facilities, and no further analysis of this issue is required.

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: 9, Section K4  
Comment: A significant impact may occur if the proposed project included the construction or expansion of recreational facilities or necessitates the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

The proposed project would not require the construction or expansion of recreational facilities. Additionally, the proposed project is not a growth-inducing project, either directly or indirectly, and would, therefore, not increase the demand for recreational facilities in the area. The proposed project involves restriping and changing of signage to provide continuous peak period curb lane parking restrictions to allow through traffic during peak periods. Accordingly, the proposed project would not require the construction or expansion of recreational facilities. Therefore, no impacts related to recreation are anticipated to occur, and no further analysis of this issue is required.

15. TRANSPORTATION/TRAFFIC – Would the project:

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, Sections L1, L2, L3, L4, and L8  
Comment: A significant impact may occur if the proposed project caused an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.

The proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. No additional vehicle trips would be generated by the proposed project. However, the improved traffic flow resulting from the proposed project may encourage additional commuters to utilize Olympic Boulevard and Pico Boulevard for west-east travel. Any
additional traffic would be expected to occur during morning and afternoon peak period on weekdays. A complete traffic study will be conducted, and the resulting impacts on the levels of service (LOS) will be included in the Draft EIR.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
   Reference: 9, Sections L1 and L3
   Comment: A significant impact may occur if the proposed project exceeded, either individually or cumulatively, a level of service standard established by Metro, the county congestion management agency, for designated roads or highways.

Please refer to 15(a) above. The improved traffic flow resulting from the proposed project may encourage additional commuters to utilize Olympic Boulevard and Pico Boulevard for west-east travel. Any additional traffic would be expected to occur during morning and afternoon peak periods on weekdays. A complete traffic study will be conducted, and the resulting impacts on LOS will be included in the Draft EIR.

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:
   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 that results in substantial safety risks.

Implementation of the proposed project would occur within the existing public rights-of-way on Olympic Boulevard and Pico Boulevard and would not involve new structures or any additional or new potential safety hazards that would affect air traffic patterns. Therefore, no impacts related to air traffic patterns would occur, and no further analysis of this issue is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
   Reference: 9, Section L5
   Comment: A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or introduced incompatible uses.

As identified in the project description in Section II above, the proposed project would not introduce any new hazardous design features or incompatible uses to Olympic Boulevard or Pico Boulevard. Therefore, no impacts related to increased hazards due to the proposed project would occur, and no further analysis of this issue is required.

e) Result in inadequate emergency access?
   Reference: 9, Sections L5 and L8
   Comment: A significant impact may occur if the proposed project results in inadequate emergency access.
The proposed project involves restriping existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications to reduce traffic congestion. These improved conditions would enhance emergency access to the surrounding area during peak traffic periods. As a standard practice, the LAPD, LAFD, and bus operators (including those associated with local bus lines, municipal bus lines, Metro bus lines, and the Los Angeles Unified School District and other school districts in the project vicinity) would be notified prior to restriping so that accommodations can be made to emergency responses and bus routes. Access to properties located along the project corridor would also be maintained. Therefore, no impact related to inadequate emergency access would occur, and no further analysis of this issue is required.

f) Result in inadequate parking capacity?

Reference: 5; 9, Section L7; 10; 14; 15; 16
Comment: A significant impact may occur if the proposed project resulted in inadequate parking capacity based upon City Code requirements.

The proposed project would require the removal of on-street parking on Olympic Boulevard and Pico Boulevards during peak traffic periods on weekdays. Consequently, this may potentially result in inadequate parking capacities along the project corridors. A complete traffic study will be conducted, and the resulting impacts on parking will be included in the Draft EIR.

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

Reference: 9, Section L5
Comment: A significant impact may occur if the proposed project conflicted with adopted policies, plans, or programs supporting alternative transportation.

The proposed project is not expected to conflict with adopted policies, plans, or programs supporting alternative transportation. However, a complete traffic study will be conducted, and the resulting impacts on alternative transportation will be included in the Draft EIR.

16. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Reference: 9, Section M2
Comment: A significant impact may occur if the proposed project exceeded wastewater treatment requirements of the Regional Water Quality Control Board, the local regulatory governing agency.

The proposed project involves improvements to two existing major transportation corridors. These improvements would include restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications to reduce traffic congestion. The proposed project would not create new land uses that would require additional water consumption or generate additional wastewater and, as such, would not require additional water or wastewater utility infrastructure. The proposed project would neither create nor contribute to any new impacts related to water consumption or
wastewater generation and treatment beyond existing conditions. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

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

Reference: 9, Sections M1 and M2

Comment: A significant impact may occur if the proposed project required construction of new water or wastewater treatment facilities or expansion of existing facilities.

Please see the discussion in 16(a) above. The proposed project would not use water or generate wastewater. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

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

Reference: 7 Section M2

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.

As discussed above, the proposed project involves improvements to two existing major transportation corridors. These improvements would include restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications to reduce traffic congestion. The proposed project would neither create nor contribute to any increase in stormwater runoff that would exceed the storm drain system capacity. The project corridors are located in an urbanized area, which is adequately served by the existing storm drain system. The project corridors are currently paved with impervious materials and would remain the same after project implementation. As such, project operation would not create any new impacts related to storm drainage system capacity beyond existing conditions. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

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

Reference: 9, Section M1

Comment: A significant impact may occur if the proposed project would exceed the existing water supplies available to serve the project.

Please see the discussion in 16(a) above. The proposed project would not create new land uses that would require water usage to affect the existing water supplies or water utility infrastructure. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

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?

Reference: 9, Section M2

Please see the discussion in 16(a) above. The proposed project would not create new land uses that would require water usage to affect the existing water supplies or water utility infrastructure. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.
Issues

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.

Please see the discussion in 16(a) above. The proposed project would not create new land uses that would result in wastewater generation to affect the capacity of existing facilities or wastewater utility infrastructure. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

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

Reference: 9, Section M3

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 solid waste.

The proposed project would not require construction activities that would generate any solid waste. Similarly, the proposed project would not create new land uses that would result in solid waste generation to affect the capacity of existing landfill capacities. The proposed project would neither create nor contribute to any new impacts related to solid waste disposal beyond existing conditions. Therefore, no impacts on solid waste and landfill capacity are anticipated, and no further analysis of this issue is required.

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

Reference: 9, Section M3

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

As discussed in 16(f) above, the proposed project would neither create nor contribute to any new impacts related to solid waste disposal beyond existing conditions. Therefore, no impact is anticipated that would conflict with federal, state, and local statutes and regulations related to solid waste, and no further analysis of this issue is required.

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?

Reference:

Comment: The project corridors are located within existing rights-of-way in an urbanized area of the City. The project corridors, which consist of major transportation corridors, do not contain any sensitive natural communities, wetlands, or riparian or other habitat that would support wildlife. Therefore, the proposed project would not have the potential to affect any riparian habitat or sensitive
natural community. In addition, the proposed project would not result in the removal of any trees along the project corridors.

As discussed above, archaeological sites and paleontological resources exist within or in the immediate vicinity of the project corridors. However, the proposed project involves restriping, replacement and installation of parking restriction signage, and signal timing modifications, and would not require any ground disturbing activities that would change the significance of archaeological and paleontological resources in the area. Therefore, no impacts would occur, and no further analysis of this issue is required.

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:

Comment: The proposed project is consistent with the Wilshire and West Los Angeles Community Plans, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan, which are intended to guide future development in the area.

The proposed project involves restriping the existing roadways (without widening), replacing and installing peak period parking restriction signage to provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard between Centinela Avenue and Fairfax Avenue, and signal timing modifications. No additional vehicle trips would be generated by the proposed project. However, the improved traffic flow resulting from the proposed project may encourage additional commuters to utilize Olympic Boulevard and Pico Boulevard for west-east travel, which may result in potential impacts related to air quality, noise, and traffic. Further analysis of the cumulative impacts of the proposed project related to these issues will be included in the Draft EIR. The evaluation of other environmental issues contained in this document does not identify any impacts or significant impacts. Therefore, no cumulative impacts related to aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, public services, recreation, and public utilities would occur. No further analysis of these issues is required.

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

Reference:

Comment: Please see discussion in 17(b) above.

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

Reference:

Comment: Several impacts of the proposed project (e.g., air quality, noise, and traffic) have been identified as potentially significant and may result in substantial adverse effects on human beings either directly or indirectly. Further analysis of these issues will be included in the Draft EIR.
V. PREPARATION AND COORDINATION/CONSULTATION

Prepared by:

Madonna Marcelo  
Project Manager  
ICF Jones & Stokes  
Los Angeles, California

Gabriel Olson  
Environmental Planner  
ICF Jones & Stokes  
Los Angeles, California

Mario Anaya  
Environmental Planner  
ICF Jones & Stokes  
Los Angeles, California

Coordinated/Consulted with:

Ken Husting, P.E.  
Senior Transportation Engineer  
Los Angeles Department of Transportation

Jim Doty  
Environmental Supervisor II  
Environmental Group  
Public Works Bureau of Engineering

VI. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

The proposed project would provide continuous peak period curb lanes on both sides of Olympic Boulevard and Pico Boulevard on weekdays through (1) restriping of existing roadways (without widening), (2) replacement and installation of peak period parking restriction signage, and (3) signal timing modifications of existing traffic signals to favor travel on westbound Olympic Boulevard and eastbound Pico Boulevard.

The proposed project would not result in the removal of any trees along the project corridors or require any ground disturbing activities. In addition, no additional vehicle trips would be generated by the proposed project. However, the improved traffic flow resulting from the proposed project may encourage additional commuters to utilize Olympic Boulevard and Pico Boulevard for west-east travel, which may result in potential impacts related to air quality, noise, and traffic.
B. Recommended Environmental Documentation

On the basis of this initial evaluation, I find that the proposed project may have a significant effect on the environment. An Environmental Impact Report should be prepared.

Prepared By: Madonna Marcelo
Madonna Marcelo, Project Director
ICF Jones & Stokes

Reviewed By: Ken Hustig, P.E.
Senior Transportation Engineer
Los Angeles Department of Transportation

Jim Doty, Environmental Supervisor II
Environmental Group
Public Works Bureau of Engineering
VII. REFERENCES


3. California, State of, Department of Fish and Game, *California Natural Diversity Database RareFind Version 3.1.0. 2008*)


5. Los Angeles, City of, *Citywide General Plan Framework Draft EIR*, 1995


7. Los Angeles, City of, *Public Safety Element of the City of Los Angeles General Plan*, 2001

8. Los Angeles, City of, Department of City Planning, Office of Historic Resources, *Designated Historic Sites by Community Planning Area*, available at: http://preservation.lacity.org/


14. Los Angeles, City of, *Transportation Element of the General Plan, September 1999*

15. Los Angeles, City of, *West Los Angeles Community Plan Update, July 27, 1999*

16. Los Angeles, City of, *Wilshire Community Plan, September 19, 2001*

17. South Coast Air Quality Management District, *CEQA Air Quality Handbook*
## APPENDIX A

### California Natural Diversity Database

<table>
<thead>
<tr>
<th>Species Name</th>
<th>Common Name</th>
<th>Presence</th>
<th>Federally List Status</th>
<th>California List Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antrozous pallidus</td>
<td>pallid bat</td>
<td>Presumed Extant</td>
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<td>None</td>
</tr>
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<td>Arenaria paludicola</td>
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<td>Endangered</td>
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<td>Endangered</td>
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<td>Endangered</td>
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<td>globose dune beetle</td>
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<td>monarch butterfly</td>
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<td>Dithyrea maritima</td>
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<td>many-stemmed dudleyea</td>
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<td>Helianthus nutallii ssp. parishii</td>
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<td>Coulter's goldfields</td>
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<td>Nama stenocarpum</td>
<td>mud fiddleleaf</td>
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<tr>
<td>Species Name</td>
<td>Common Name</td>
<td>Presence</td>
<td>Federally List Status</td>
<td>California List Status</td>
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<td>-------------</td>
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<td>Panoquina errans</td>
<td>wandering (saltmarsh) skipper</td>
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<td>Phrynosoma coronatum (blainvillii population)</td>
<td>coast (San Diego) horned lizard</td>
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