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 means of avoiding environmental damage; and disclosing to the public the reasons behind a project’s approval even if it leads to environmental damage. The Bureau of Engineering (BOE) Environmental Management Group (EMG) has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an initial study is required.

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

This Initial Study (IS) has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended July 31, 2002).

B. Document Format

This Initial Study is organized into eight sections as follows:

Section I, Introduction: provides an overview of the project and the CEQA environmental documentation process.

Section II, Project Description: provides a description of the project location, project background, and project components.
Section III, Existing Environment: provides a description of the existing environmental setting with focus on features of the environment which could potentially affect the proposed project or be affected by the proposed project.

Section IV, Potential Environmental Effects: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening checklist in Appendix A.

Section V, Mitigation Measures: provides the mitigation measures that would be implemented to ensure that potential adverse impacts of the proposed project would be reduced to a less than significant level.

Section VI, Preparation and Consultation: provides a list of key personnel involved in the preparation of this report and key personnel consulted.

Section VII, Determination – Recommended Environmental Documentation: provides the recommended environmental documentation for the proposed project; and,

Section VIII, References: provides a list of reference materials used during the preparation of this report.

C. CEQA Process

Once the adoption of a negative declaration (or mitigated negative declaration) has been proposed, a public comment period opens for no less than twenty (20) days or thirty (30) days if there is state agency involvement. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the initial study and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed project. If a reviewer believes the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

After the close of the public review period, the Board of Public Works considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, and makes a recommendation to the City Council on whether to approve the project. One or more Council committees may then review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, in the final decision to approve or disapprove the project.

During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project. Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The Council agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling 213/978-1047, 213/978-1048 or TDD/TTY 213/978-1055; or via the internet at http://www.lacity.org/CLK/index.htm.
If the project is approved, the City will file a Notice of Determination with the County Clerk within 5 days. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

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

II. PROJECT DESCRIPTION

A. Location: The project is located within the Public Right-of-Way of 33rd Street between Figueroa Street and Flower Street. The project being located north of Jefferson Boulevard and south of 31st Street, east of Figueroa Street, and west of Flower Street. The project area is 24,588 square feet (72-feet by 341.5-feet [0.54 acres]) in area. The project can be found in the Thomas Brothers Map Guide on Page 674, Grid C-1.

The project is located in the Southeast Los Angeles Community Planning Area; Downtown Adaptive Reuse Incentive Area (Planning Department); Business Improvement District – Figueroa Corridor District (Planning Department); Exposition Light Rail Alignment District; South Los Angeles Neighborhood Service Area; Greater Downtown Housing Incentive Area; and the Empowerment Congress North Area – NDC. Adjacent properties are noted as Community Commercial on the City General Plan Land Use Element and C2-1L Commercial Zone on the City Zoning Plan. The Project is not located in a Significant Ecological Area.

B. Purpose

The purpose of the project is to increase public safety and security between the properties adjacent to 33rd Street (north and south sides) that are owned by the same company (Felix LLC), as well as to integrate and centralize the Felix Car Dealerships, by vacating the right-of-way for 33rd Street, between Figueroa Street and Flower Street.

C. Description

The project will vacate 33rd Street between Figueroa Street and Flower Street, within the City of Los Angeles. As defined in Section 8309 California Streets and Highway Code (CSHD), “vacation” means the complete or partial abandonment or termination of the public right to use a street, highway or public service easement. This would effectively close the street to through traffic, which would include cars, trucks, buses, and bicycles and pedestrians. Upon vacation the areas adjacent to Figueroa Street and Flower Street would be closed off with either road improvements (curb, gutter, sidewalk, or roadway) or a driveway.

The analysis in this document assumes that, unless otherwise stated, the project would be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

- Los Angeles Municipal Code (Reference 10)
- Bureau of Engineering Standard Plans (Reference 19)
- Standard Specifications for Public Works Construction (Reference 1)
III. EXISTING ENVIRONMENT

The project site and surrounding area are located in a fully urbanized and developed area. 33rd Street is an east/west street, provides access between Figueroa Street (two-way street on the west) and Flower Street (one-way [southerly] on the east). 33rd Street is fully improved to its designed Right-of-Way (ROW).

33rd Street is designated as a 'local' street by the City. It has a right-of-way of 72 feet. Within the ROW there is a 48-foot of roadway and 12-feet of curb, gutter, and sidewalks on the north and south sides of the Street. The only landscaping along this street are 5 tree wells, containing 1 Mexican Fan Palm (Washingtonia robusta) and 4 Bottlebrushes (Callistemon spp.), all along the southerly right-of-way.
The properties to the north, west, and south of 33rd Street are zoned C2-1L (Commercial – Height District 1). The General Plan designates these properties as Community Commercial. Properties to the north and west include commercial and residential uses along with uses associated with the University of Southern California (USC). Located south of the subject property are Galen Center and other facilities of the USC. To the southwest there is a Zoning Designation of R-4 (Multiple Family Dwelling) and a General Plan Designation of Medium Density Housing. This area contains a variety of residential and uses associated with USC. To the east are the Expo Line (USC/Jefferson Station) and I-110 Freeway (Harbor).

Currently occupying the properties directly to the north and south of 33rd Street is the Felix Car Dealership (Chevrolet and Cadillac). The property to the north of 33rd Street is used as a display area. The property to the south of 33rd Street is used as a display area, service area, and administrative and sales offices. Customers must cross 33rd Street to reach either side of the subject property. There are no marked crosswalks on 33rd Street at its intersection at either Figueroa Street or Flower Street.

As noted in Section IIB (Project Description – Purpose) the project is being proposed so as to increase public safety and security between the properties adjacent to 33rd Street (north and south sides) that are owned by the same company, as well as to integrate and centralize the Felix Car Dealerships, whose facility occupies both sides of the proposed vacated street. By vacating the right-of-way, through traffic (vehicular, bicyclist, and pedestrian) would not occur, this then making access to each property safer and being able to make the overall property more secure.
IV. POTENTIAL ENVIRONMENTAL EFFECTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact as indicated by the checklist in Appendix A. A detailed discussion of these potential environmental effects follows.

☐ Aesthetics    ☐ Agriculture and Forestry Resources    ☐ Air Quality
☐ Biological Resources    ☐ Cultural Resources    ☐ Geology / Soils
☐ Greenhouse Gas Emissions    ☐ Hazards & Hazardous Materials    ☐ Hydrology / Water Quality
☐ Land Use / Planning    ☐ Mineral Resources    ☐ Noise
☐ Population / Housing    ☐ Public Services    ☐ Recreation
☐ Transportation/Traffic    ☐ Utilities / Service Systems    ☐ Mandatory Findings of Significance

A. Aesthetics

Initial screening determined that the proposed project would cause no impact or less than significant impact to Aesthetics. (Appendix A). There are no scenic vistas in the project area. The project would not make any changes to the visual nature of the project area. The proposed project, vacation of 33rd Street and associated repair and replacement of road improvements (curb, gutter, sidewalk, roadway or driveway) would not have an impact on or be impacted by these issues.

B. Agriculture and Forestry Resources

Initial screening determined that the proposed project would cause no impact or less than significant impact to Agriculture and Forestry Resources. (Appendix A). No Prime or Unique Farmland or Farmland of Statewide importance exists within the City of Los Angeles. The proposed project, vacation of 33rd Street and the associated repair and replacement of road improvements (curb, gutter, sidewalk, roadway or driveway) would not have an impact on or be impacted by these issues.

C. Air Quality

Initial screening determined that the proposed project would cause less than significant impact to Air Quality. (Appendix A). No emissions are expected from the administrative action of vacating 33rd Street. There would be minimal increase in emissions expected to occur from the associated repair and replacement of road improvements (curb, gutter, sidewalk, roadway or driveway) on Figueroa and Flower Streets and from the amended driving habits of vehicle operators (cars/trucks/busses).

Minimal emissions are anticipated as a result of the repair and replacement of the road improvements (curb, gutter, sidewalk, and roadway or driveway) required by the Department of Transportation (LADOT) (Appendix B). Construction emissions have been estimated using the CalEEMod (Version 2011.1) computer model recommended by the South Coast Air Quality Initial Study:

Street Vacation - 33rd Street, between Figueroa Street and Flower Street
Management District (SCAQMD).

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

Operational emissions (additional mileage driven by passenger vehicles and trucks) have been estimated using the Highest (Most Conservative) EMFAC2007 (version 2.3) Emission Factors for On-Road Passenger Vehicles & Delivery Trucks. As shown below, the total emissions are negligible and should not exceed SCAQMD daily construction and operational emission thresholds or have a significant impact on air quality.

With 33rd Street vacated and no long available to vehicle traffic (cars, trucks, and buses) that use 33rd Street as a short cut to Flower Street or Figueroa Street would either use 31st Street (to the north) or Jefferson Boulevard (to the south) to get from Flower Street to Figueroa Streets, or visa versa. For traffic traveling south on Figueroa Street and wish to go to Flower Street and those traveling south on Flower Street and wish to go to Figueroa Street, would have no change in the distance they drive by using 31st Street verses their current use of 33rd Street.

In only one vehicle movement action, driving north on Figueroa Street and turning right onto 31st Street is there a change in mileage driven and travel time. Mileage would increase approximately 0.15 miles (800-feet +/-) and around 10 seconds, depending on travel speed. The resulting emissions would be approximately the same as compared to existing emissions from vehicles in the project area. Assuming an average passenger car is driven 37 miles per day in Los Angeles (per Federal Highway Administration [FHWA]) a 0.15 mile increase in miles driven would increase emissions of only 0.405 percent (less than ½ of 1) per day per passenger car. Assuming an average sized medium truck (UPS type) is driven 64 miles per day in Los Angeles a 0.15 mile increase in miles driven would increase emissions an average of 0.234 percent (less ¼ of 1). Both of these emission level increases are well below levels of significance.

<table>
<thead>
<tr>
<th>Table 1 - Summary Report of Construction and Operational Emission Estimates (Annual)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction Emissions Estimates (Tons/Year) (4)</strong></td>
</tr>
<tr>
<td>Emission Type</td>
</tr>
<tr>
<td>2013 Total (1)</td>
</tr>
<tr>
<td>SCAQMD Threshold (2)</td>
</tr>
<tr>
<td>Exceeds Threshold</td>
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</tbody>
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<table>
<thead>
<tr>
<th><strong>Operational (Vehicle) Emission Estimates (Tons/Year)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Emission Type</td>
</tr>
<tr>
<td>Totals (3)</td>
</tr>
<tr>
<td>SCAQMD Threshold (2)</td>
</tr>
<tr>
<td>Exceeds Threshold</td>
</tr>
</tbody>
</table>

Notes:
1. Tons/Year unmitigated - Source: CalEEMod Version 2011.1
2. Tons/Year - Source: SCAQMD Thresholds as of March 2011
3. Highest (Most Conservative) EMFAC2007 (version 2.3) Emission Factors for On-Road Passenger Vehicles & Delivery Trucks. (Driving an additional .15 miles per day for 816 (80%) Initial Study:

Street Vacation - 33rd Street, between Figueroa Street and Flower Street
passenger vehicles and 212 (20%) delivery trucks. Percentage base on State Average of Vehicle Types
4. Actual construction would be less than one year

The closest sensitive receptors are located at: Orthopedic Hospital – 0.6 Miles; Hoover Recreation Center – 1.0 Mile; Thirty-Second Street School - 0.3 Miles; and St. James Park - 0.9 Miles. None of these would be affected by emissions from the minor improvement/replacement activities at the project site.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would have a minimal impact on or be impacted by these issues. A minimal amount of emissions would be emitted by the construction phase of this project and the operation phase of this project (Mostly due to additional mileage being driven) but these emissions would be well below SCAQMD Threshold amounts. Impacts from the construction phase would be minimized as the construction contractor would need to comply with City and SCAQMD construction related rules and requirements.

D. Biological Resources

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A) The project site is totally covered with impervious surfaces (asphalt street and concrete sidewalk, curbs, and gutters.). The exceptions are five (5) tree wells. There are four (4) Bottlebrush (*Calistemon spp.*) and one (1) Mexican Fan Palm (*Washingtonia robusta*) planted in these tree wells.

The California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDB) lists seven (7) species, which are federally and/or state listed as endangered or threatened within the Hollywood topographic quadrangle. There are 21 other species noted of concern on the CNDDB. It is expected that none of the species would be located within the project site, as there is no preferred habitat within the project area or surrounding areas.

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Habitat Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Empidonax traillii extimus</em></td>
<td>southwestern willow flycatcher</td>
<td>Dense riparian habitats along rivers, streams, or other wetlands</td>
</tr>
<tr>
<td><em>Polioptila californica californica</em></td>
<td>coastal California gnatcatcher</td>
<td>Coastal sage scrub</td>
</tr>
<tr>
<td><em>Vireo bellii pusillus</em></td>
<td>least Bell's vireo</td>
<td>Riparian habitat</td>
</tr>
<tr>
<td><em>Nasturtium gambelii</em></td>
<td>Gambel's water cress</td>
<td>Fresh and brackish water habitat</td>
</tr>
<tr>
<td><em>Arenaria paludicola</em></td>
<td>marsh sandwort</td>
<td>Plant grows in wet areas, such as marsh and bog.</td>
</tr>
<tr>
<td><em>Astragalus brauntonii</em></td>
<td>Brauntion's milk-vetch</td>
<td>Coastal prairie, grasslands, coastal sage scrub, and chaparral plant communities</td>
</tr>
<tr>
<td><em>Astragalus tener var. titi</em></td>
<td>coastal dunes milk-vetch</td>
<td>In moist places.</td>
</tr>
</tbody>
</table>


The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues, as habitat for these species does not exist on the project site.

Initial Study:
Street Vacation - 33rd Street, between Figueroa Street and Flower Street
E. Cultural Resources

Initial screening determined that the proposed project would cause no impact or less than significant impact. (see Appendix A). A Cultural Resources Records Quick Check accomplished by the South Central Coastal Information Center (SCCIC). The SCCIC found that the subject property has not been surveyed before; the archaeological sensitivity of the project site is unknown; and current surface conditions do not appear to allow for adequate survey of potential surface or sub-surface cultural artifacts. It should be noted the project site is fully developed with buildings and parking/display areas covered in asphalt. During the construction of improvements (curb, gutter, roadway, driveway) the SCCIC recommended that if during construction cultural resources are found, construction should stop and an archaeologist be retained to assess such finds.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues.

F. Geology and Soils

Initial screening determined that the proposed project would cause no impact or less than significant impact. (see Appendix A). The project site is not located within an Alquist-Priolo special studies area. The nearest fault, Puente Hills Blind Thrust, is located approximately 0.9 miles (1.5 kilometers) to the east. The project site would be affected by ground shaking, but the proposed project does not call for the construction of buildings or structures, so no impact is expected. The site is not located within a liquefaction area.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues, as no new building/structural construction would occur.

G. Greenhouse Gas Emissions

Initial screening determined that the proposed project would cause no impact or less than significant impact. (see Appendix A). The SCAQMD has recommended a greenhouse gas significance threshold of 10,000 metric tons (9,071.85 Tons) per year of carbon dioxide equivalent (CO2) for assessing the significance of potential Greenhouse Gas Emissions (GHG) emissions. SCAQMD allows GHG emissions from construction to be amortized over 30 years. The calculated CO2 for this project is far below the SCAQMD recommended threshold, and therefore not expected to have a significant impact.

<table>
<thead>
<tr>
<th>SCAQMD Threshold</th>
<th>Construction Phase (1)</th>
<th>Operation Phase (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9,071.85 Tons/Year</td>
<td>67.94 Tons/Year</td>
<td>0.75%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>40.73 Tons/Year</td>
</tr>
<tr>
<td>10,000 Metric Tons/Year</td>
<td>74.89 Metric Tons/Year</td>
<td>0.75%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>44.90 Metric Tons/Year</td>
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</table>

Sources/Notes:
2. Highest (Most Conservative) EMFAC2007 (version 2.3) Emission Factors for On-Road
Table 3 - CO2 Emissions (Annual)

<table>
<thead>
<tr>
<th></th>
<th>SCAQMD Threshold</th>
<th>Construction Phase (1)</th>
<th>Operation Phase (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles &amp; Delivery Trucks. (Driving an additional .15 miles per day for 816 (80%) passenger vehicles and 212 (20%) delivery trucks. Percentage base on State Average of Vehicle Types).</td>
<td></td>
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</tbody>
</table>

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues. A minimal amount of GHG would be emitted by the construction phase of this project (0.75%) and the operation phase of this project (0.45% [Mostly due to additional mileage being driven]) of the SCAQMD Threshold amounts.

H. Hazards and Hazardous Materials

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A). The project site is located within the productive boundary of an historic oil field (Las Cienegas Oil Field). Historically oil wells may have been located in the general area of the project site, but it is not know if one was on or in near proximity to the project site.

The project site is also located within a Methane Zone. Ordinance No. 175790 (Related to Section 91.106.4.1 and Division 71 of Article 1, Chapter IX of the Los Angeles Municipal Code (LAMC)) established Citywide methane mitigation requirements, to include construction standards to control methane intrusion into buildings. The project as proposed does not include new buildings or structures. There would be some paving done (curb, gutter, sidewalk, roadway or driveway). However the estimated area to be paved is exempt from the requirements of Ordinance 175790. The Ordinance exempts areas being paved with less than 5,000 square feet that are within 15-feet of the exterior wall of a commercial, industrial, institutional or residential building, from being vented in accordance with the Methane Mitigation Standards. The area to be constructed is estimated to be less than 2,000 square feet.

The State of California Department of Toxic Substance Control (DTSC) ENVIROSTOR data base (accessed March 19, 2013) indicates that the project site is not impacted by hazardous wastes. The nearest site is approximately 0.3 miles to the west, where leaking underground storage tanks (LUST) were found. A second site with LUST is located approximately 0.5 miles to the north. Per the State Water Resources Control Board Geotracker data base, there are five (5) monitoring wells approximately 1.6 miles to the south and east. There is a permitted underground storage tank (UST) on the property.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues, as hazards and hazardous materials are not found on or in near proximity of the project site.

I. Hydrology and Water Quality

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A). The project site is located in Zone D (Areas with possible but undetermined flood hazards) per Flood Insurance Rate Map (FIRM) 06037C1620F. There is an area mapped as a 500-year flood area, westerly on Hoover Street at Jefferson Boulevard. The project site is located in an inundation area, but the proposed project would not expose more people or construct structures that would be exposed to this issue.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues, as hazards and hazardous materials are not found on or in near proximity of the project site.
amount and quality of flows from the project site. During storm/rains water flows southerly along Figueroa Street and Flower Street. With improvement at the intersection of the vacated 33rd Street, there should be no impact to direction of flow or amount of flow. During the minor road improvement/repairs there is a very slight potential for impacts to water quality. Compliance the City Construction Standards and National Pollutant Discharge Elimination System (NPDES) standards should reduce this impact to a minimal level.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues, provided construction contractor complies with City Construction Standards and NPDES standards and requirements.

J. Land Use and Planning

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A). The project site is located within the Southeast Los Angeles Community Plan. The text of the Community Plan Commercial Goals, Objectives and Programs calls for:

Goal 2 - A strong and competitive commercial sector which best serves the needs of the Community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the District.
   - Objective 2-1 To conserve and strengthen viable commercial development.
   - Objective 2-2 Allow for the development of automobile-related uses in appropriate commercial designations along major arterials.
   - Objective 2-3 To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.
   - Objective 2-5 To enhance the appearance of commercial districts.
   - Objective 2-6 To maintain and increase the commercial employment base for community residents whenever possible.

The project as proposed, vacation of 33rd Street would help implement these goals and objectives by removal of a safety and security issue for the property owner and customers at their business. This would conserve and strengthen the business.

The text of the Community Plan Transportation/Circulation Goals, Objectives and Programs calls for:

Goal 10 - A system of freeways, highways, and streets that provides a circulation system which supports existing, approved, and planned uses while maintaining a desired level of service at all intersections.
   - Objective 10-1 - To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
   - Policy 10-1.4 Discourage the vacation of rights-of-way when it may result in a negative impact on traffic circulation.
   - Objective 10-2 To ensure that the location, intensity and timing of development are consistent with the provision of adequate transportation infrastructure utilizing the City’s streets and highways standards.
   - Policy 10-2.3 Require that driveway access points onto major and secondary highways, arterials, and collector streets be limited in number and be located to ensure the smooth and safe flow of vehicles and bicycles.
The adjacent project as proposed would not have a negative impact on traffic circulation. Vehicles (cars/trucks), bicyclists, and pedestrians previously turning to go east on 33rd Street to reach Flower Street or west on 33rd Street to reach Figueroa Street could either turn at either Jefferson Boulevard or 31st Street to reach Flower Street or Figueroa Street.

By complying with standards proposed by LADOT, the removal of un-needed access points and improvement/replacement to street infrastructure would aid in increasing flow on the surrounding streets. The property is noted as Community Commercial on the City General Plan Land Use Element and C2-1L on the City Zoning Plan. The project is also located within the Figueroa Corridor Business Improvement District, an Adaptive Reuse Incentive Area District, Los Angeles Revitalization Zone (LARZ), Federal Renewal Community (FRC) and a State Enterprise Zone.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues. The proposed project is consistent with the Community Plan Commercial and Transportation/Circulation Goals, Objectives and Programs and the variety of business support districts and zones.

K. Mineral Resources

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A). The City General Plan Conservation Element has identified Mineral Resource Zones (MRZ) in the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community plans. The proposed project is not located in these areas. Another resource is oil. As noted the project site is located within the productive boundary of an historic oil field (Las Cienegas Oil Field). Historically oil wells may have been located in the general area of the project site, but it is not know if one was on or in near proximity to the project site.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues. No mineral resources are to be extracted as part of this project.

L. Noise

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A). As part of the Environmental Impact Report (EIR) for the USC Development Plan (May 2010), noise calculations were made in the general area of Jefferson Boulevard and Figueroa Street. These calculations showed traffic noise levels were below 70 Community Noise Equivalent Level (CNEL). Per the City CEQA Thresholds Guide these levels of noise exposure are normally acceptable in Commercial areas, such as the project site.

<table>
<thead>
<tr>
<th>Roadways</th>
<th>Adjacent Land Use</th>
<th>Calculated Traffic Noise Levels (CNEL)</th>
<th>Existing Noise Exposure Compatibility Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figueroa Street - Between 30th St/Jefferson Blvd</td>
<td>Commercial</td>
<td>69.7</td>
<td>Normally Acceptable</td>
</tr>
<tr>
<td>Jefferson Boulevard - Between Hoover St/Figueroa St</td>
<td>Commercial</td>
<td>69.2</td>
<td>Normally Acceptable</td>
</tr>
</tbody>
</table>

Sources

Initial Study:
Street Vacation - 33rd Street, between Figueroa Street and Flower Street
Table 4 - Noise Levels

<table>
<thead>
<tr>
<th>Roadways</th>
<th>Adjacent Land Use</th>
<th>Calculated Traffic Noise Levels (CNEL)</th>
<th>Existing Noise Exposure Compatibility Category</th>
</tr>
</thead>
</table>

1. USC Development Plan, May 2010 (City of Los Angeles) Environmental Impact Analysis, Chapter H. Noise, Table IV.H-11 Calculated Existing Roadway Traffic Noise Levels (24-hour CNEL)

The Los Angeles Municipal Code (LAMC) (Section 111.03 Minimum Ambient Noise Level, Table 2), presumes ambient noise levels in Commercial zones are 60 (dB (A)) from 7:00AM to 10:00PM and are 55 (dB (A)) from 10:00PM to 7:00AM. During the minor road improvement/repairs there is a very slight potential for impacts by the creation of noise during the construction process. Compliance to the Municipal Code (Section 112.03 et seq - Construction Noise and Section 41.40 - Noise Due To Construction Excavation Work – When Prohibited) should reduce this impact to a less than significant level.

The proposed project, vacation of 33rd Street and minor road improvement/repairs would not have an impact on or be impacted by these issues, provided construction contractor complies with City Municipal Noise Standards.

M. Population and Housing

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A). The proposed project would vacate a street (33rd) and some minor construction at an existing commercial property (Car Dealerships). This would not have an impact population or housing.

The proposed project, vacation of 33rd Street would not have an impact on or be impacted by these issues. The project does not contain activities related to population or housing development.

N. Public Services

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A).

Emergency Service Providers

Fire Services are provided by Station 15 (915 W Jefferson Blvd, Battalion 3, Division 2). This station is assigned an Engine, Truck Company, and a Rescue Ambulance. The Fire Station is within the maximum response distance allowed for an Engine Company (maximum of 0.75 miles) and a Truck Company (maximum of 1.0 miles), as required by the Los Angeles Fire Code, Los Angeles Municipal Code (LAMC), Section 57.09.07. The project site is 0.6 miles from the Fire Station.

Police Services are provided by Southwest Station (1546 W Martin Luther King Boulevard, Southwest Area, South Bureau. The site is in District 329 and is served by a Basic Car, in beat 3A19. The Police Department does not have a similar threshold distance, as that for Fire Services. One of the thresholds that is used for Police Services deals with demand for police services anticipated at the time of project build out compared to the expected level of service available, population increase and security items associated with the project. This project does not have any activities associated with these thresholds.
In reviewing travel corridors associated with the vacation of 33rd Street, under only one scenario do emergency vehicles have an increase in distance and time traveled. Emergency vehicles traveling South on either Figueroa Street or Flower Street have no increase in distance traveled. They could use either 31st Street or other streets north of the project site as a means of travel (i.e., Figueroa Street South to Flower Street South, or Flower Street to Figueroa Street North or South). Emergency vehicles traveling North on Figueroa Street would bypass the vacated 33rd Street and use 31st Street to get to Flower Street South. This would add about 800-feet to their travel distance and about 10 seconds of driving time, depending on speed traveling.

The table below compares distance and times to respond to a request for service at 3350 Flower Street, which is just south of 33rd Street. As Flower Street is one-way (southerly) use of either 33rd Street or 31st Street would be necessary if coming from the local Fire Station or Police Station or beat car response. As it relates to Police Department response, the actual distance driven and times are dependent on where the Beat Car is located at the time of the call. As determined in the field, vehicles might also just turn onto Flower Street and drive against traffic to reach the response location, though this might be hazardous to drivers of the vehicles on Flower Street.

<table>
<thead>
<tr>
<th>Table 5 - Emergency Response Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service</td>
</tr>
<tr>
<td>Fire Department</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Police Department</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

Source for Distance Determination: Google Maps.
Source for Time Determination: https://firechief.iso.com/FCWWeb/mitigation/ppc/3000/ppc3015.jsp
Notes:
1. Time is for when vehicle leaves station (FD/PD).
2. Per National Fire Protection Association (NFPA) Standard 1710, responders should arrive within 4-minutes of leaving the station.
3. For PD actual time depends on location of patrol car when call comes in.

Other Service Providers

The area to be vacated is located in the LA Department of Transportation’s Parking Meter Zone 512-4; Southern Parking Enforcement Bureau, and Maintenance Area 2180, served by the Los Angeles Department of Transportation (LADOT) Central Yard. Street Service Maintenance District - District 103; Maintenance District Southeast; District Office Bay Harbor; Zone 1; and Street Services Tree Maintenance District – District Office South. With the vacation of 33rd Street these services would no longer be required, other than for new street improvements (i.e., curb, gutter, sidewalk, roadway or driveway) along the Figueroa Street and Flower Street rights-of-way that would be constructed.
One of the conditions of approval (Attachment E), as provided by the Land Use Section, Central District of the Los Angeles Bureau of Engineering (BOE) is for the closure of the vacated street intersections with full height curb and gutters, and concrete sidewalks or replace the intersection with a new Case II Standard Driveway constructed in accordance with the City of Los Angeles Standard Plans. Relocate street lights, street trees, and parking meters would be installed to the satisfaction of BOE, Bureau of Street Lighting, Bureau of Street Service/Urban Forestry Division, Department of Transportation, and Department of Water and Power. The services noted in the previous paragraph (Street Maintenance, Tree Maintenance, Parking Enforcement, etc) would be necessary for this newly constructed area. This can be considered a continuation of services currently provided.

There are currently 8 parking meters on 33rd Street. The LADOT would require that the applicant pay LADOT for lost parking meter revenues. According to LADOT guidelines, for each parking meter removed, payment of $10,000 is required - this is based on an average annual fare collection of $1000 per meter and assumes a 10 year life. There are 8 parking meters currently on this segment of 33rd Street. The required payment would be $80,000. This might be off-set by placement of meters at the areas where road improvement occurs.

The Fire Department has included recommendations that need to be implemented (Attachment D), most all of these recommendations deal with accessibility to the property and development standards associated with new development or redevelopment of the property.

The proposed project, vacation of 33rd Street would not have an impact on or be impacted by these issues, provided the improvements required are installed or complied with at the time of future development.

O. Recreation

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A). There are no public recreational facilities within the immediate area of the vacated roadway. The Hoover Pedestrian Mall is approximately .4 miles to the west, St. James Park is approximately .75 miles to the north-west and the Hoover Recreation Center is approximately 1 mile also to the north-west. There are numerous open areas at the Exposition Park area .75 miles to the southwest.

The proposed project, vacation of 33rd Street would not have an impact on or be impacted by these issues. The vacation of the street and minor road improvements (curb, gutter, sidewalk, and road) would not impact these recreational facilities.

P. Transportation/Traffic

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A).

33rd Street - Is designated as a Local Street on the Community Plan’s Generalized Circulation Plan, Planning Department General Plan Circulation element and Public Works Streets and Highway Designation. The existing right-of-way is 72-feet (12-feet of sidewalk; 48-feet of driving/parking lanes; and 12-feet of sidewalk). This is wider than the standard Local Street ROW of 60-feet.

31st Street: Is designated as a Local Street on the Community Plan’s Generalized Circulation Plan, Initial Study:
Street Vacation - 33rd Street, between Figueroa Street and Flower Street
Planning Department General Plan Circulation element and Public Works Streets and Highway Designation. The existing right-of-way is 60-feet (10-feet of sidewalk/parkway; 40-feet of driving/parking lanes; 10-feet of sidewalk/parkway). Parking is permitted on both side of the street. When 33rd Street is vacated, additional traffic is expected to occur on this street, as it would be used as a by-pass to Flower Street from Figueroa Street. Uses on 31st street include both commercial and residential.

Figueroa Street is designated as a Major Class II Highway, per the Community Plan, General Plan and Streets and Highway Designation. Its expected vehicle capacity is between 30,000-50,000 Average Daily Traffic (ADT) It has an expected maximum of 2,400 Vehicles Per Hour (VPH) in each direction during peak hours. The existing right-of-way is 99-feet (10-feet of sidewalk; 79-feet of driving/parking lanes; 10-feet of sidewalk) A Major Class II Street has a full width right-of-way of 104-feet. To meet this standard, a dedication of 2.5-feet will be required at some future time, when development occurs on the property.

Flower Street is designated as a Secondary Street, per the Community Plan, General Plan and Streets and Highway Designation. Its expected vehicle capacity is between 20,000-30,000 ADT It has an expected maximum of 1,400 VPH in each direction during peak hours. Flower Street is designated as a one-way street, going southerly. The existing right-of-way is 90-feet (15-feet of sidewalk; 60-feet of drive lanes; 15-feet of sidewalk), which is the City Standard for Secondary Streets.

Jefferson Boulevard is designated as a Secondary Street, per the Community Plan, General Plan and Streets and Highway Designation. Its expected vehicle capacity is between 20,000-30,000 ADT It has an expected maximum of 1,400 VPH in each direction during peak hours. The existing right-of-way is 90-feet (15-feet of sidewalk; 60-feet of drive lanes; 15-feet of sidewalk), which is the City Standard for Secondary Streets.

The vacation should have not impact vehicles seeking access to the Expo Line Station or the Bus Stop on Jefferson Boulevard at Flower Street. Vehicles being driven here could turn at 31st Street, and then turn right on to Flower Street. There are no off-street public parking spaces at the Station to support commuters using the Expo Station or for the bus stop at Jefferson Boulevard and Flower Street.

There is currently public parking on 33rd Street, Flower Street, Figueroa Street and Jefferson Boulevard. This is both metered/timed and unlimited. The vacation of 33rd Street would result in the loss of 19 metered/timed parking spaces on 33rd Street. There could be a possible gain of up to 6 parking spaces on Figueroa Street (east side) and Flower Street (west side) if the vacated portion of 33rd Street is closed off with curb, gutter, sidewalk, and roadway or driveway, as compared to the construction of a driveway. Discussion has indicated that most of the parking spaces on 33rd Street are used by employees and customers of the two car dealerships. Once closed off, these employees and customers would most likely park in the vacated area of 33rd Street or other locations on the property. Those using these parking spots on 33rd Street for access to Expo Station or other mass transit operations in the area or to shop at businesses or visit residents in the area would most likely relocate themselves to other parking spaces in the area.

The following table shows traffic counts for the various streets around the proposed project. There are no traffic counts of the West side of the Harbor Freeway for 33rd Street (between Flower Street and Figueroa Street) or 31st Street. There is a traffic count for 33rd Street at Griffith Avenue, which is located east of the Harbor Freeway. But because of the heavier commercial and institutional traffic expected near the project site and those seeking access to the Jefferson/USC Expo Line Station, a Initial Study: Street Vacation - 33rd Street, between Figueroa Street and Flower Street
higher traffic count might be expected.

<table>
<thead>
<tr>
<th>Primary Street</th>
<th>Cross Street</th>
<th>Count Date</th>
<th>W/B</th>
<th>E/B</th>
<th>N/B</th>
<th>S/B</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>33rd Street @</td>
<td>Griffith Av (1)</td>
<td>12/16/2009</td>
<td>479</td>
<td>549</td>
<td>-</td>
<td>-</td>
<td>1,028</td>
</tr>
<tr>
<td>30th Street (2) @</td>
<td>Figueroa St</td>
<td>4/13/2007</td>
<td>2,587</td>
<td>4,689</td>
<td>-</td>
<td>-</td>
<td>7,276</td>
</tr>
<tr>
<td>Figueroa Street @</td>
<td>33rd St</td>
<td>3/2/2010</td>
<td>-</td>
<td>-</td>
<td>26,313</td>
<td>7,790</td>
<td>34,103</td>
</tr>
<tr>
<td>Figueroa Street @</td>
<td>Jefferson Bl</td>
<td>7/9/2010 (F)</td>
<td>-</td>
<td>-</td>
<td>17,296</td>
<td>12,846</td>
<td>30,142</td>
</tr>
<tr>
<td>Figueroa Street @</td>
<td>Jefferson Bl</td>
<td>7/10/2010 (Sa)</td>
<td>-</td>
<td>-</td>
<td>12,610</td>
<td>9,649</td>
<td>22,259</td>
</tr>
<tr>
<td>Figueroa Street @</td>
<td>Jefferson Bl</td>
<td>7/11/2010 (Su)</td>
<td>-</td>
<td>-</td>
<td>9,169</td>
<td>7,954</td>
<td>17,123</td>
</tr>
<tr>
<td>Flower Street @</td>
<td>37th St</td>
<td>3/2/2009</td>
<td>-</td>
<td>-</td>
<td>2,597</td>
<td>13,355</td>
<td>15,951</td>
</tr>
<tr>
<td>Flower Street N of</td>
<td>Exposition Bl</td>
<td>1/26/2009</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11,327</td>
</tr>
</tbody>
</table>

Notes: 1. Intersection is about 1.2 miles to east of project site.
2. 30th Street is identified as a Secondary Street at this location.

Per the City CEQA Threshold Guidelines, if more than 500 daily trips or 43 peak pm trips occur at a project site, there is a need for further study (Traffic Study). This project would not create any additional vehicle trips. The end result of the vacation is that vehicles that use 33rd Street now would be redistributed to other streets in the area (31st Street or Jefferson Boulevard).

The following Levels of Service (LOS) are found at intersections in the general area of the project.

<table>
<thead>
<tr>
<th>Street Intersection</th>
<th>Road Type</th>
<th>AM Peak Time</th>
<th>PM Peak Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jefferson Blvd at Figueroa St (Royal St to Flower St)</td>
<td>S WB - A</td>
<td>WB - A</td>
<td></td>
</tr>
<tr>
<td>Jefferson Blvd at Figueroa St (Royal St to Flower St)</td>
<td>S EB - A</td>
<td>EB - D</td>
<td></td>
</tr>
<tr>
<td>Figueroa St at Jefferson Blvd (33rd St to Exposition Blvd)</td>
<td>M2 NB - B</td>
<td>NB - A</td>
<td></td>
</tr>
<tr>
<td>Figueroa St at Jefferson Blvd (33rd St to Exposition Blvd)</td>
<td>M2 SB - A</td>
<td>SB - A</td>
<td></td>
</tr>
</tbody>
</table>

Source: South Los Angeles Transportation Master Plan, 3/20/2008

There are five (5) bus stops in the general area of 33rd Street. These are near: 33rd Street west of Figueroa Street; Figueroa Street just south of 33rd St.; Flower Street south of 33rd Street; Jefferson Boulevard at Flower Street; and Jefferson Boulevard at Figueroa Street. These bus stops serve MTA Bus Routes: 37 (west only); 81; 102; 200; and 442. They also serve LADOT’s DASH Downtown and Line F Bus Routes. The MTA Expo Line has a station at Jefferson Boulevard and Flower Street There is no off-street public parking at this Station.

The MTA maintains a ‘layover/stop’ for Route 102 (Stop ID: 1543) on 33rd Street, just west of Figueroa Street. The Route 102 Time Schedule notes that portions of this route start and end at this location. If the vacation were to occur, this layover/stop would need to be relocated. Since this Route drives on Jefferson Blvd, the layover/stop could be moved to 31st Street or to Flower Street, where it can turn left or right onto Jefferson Blvd. If it is moved to Flower Street, there would be loss Initial Study:

Street Vacation - 33rd Street, between Figueroa Street and Flower Street
of on-street parking spaces (3-4).

The 2010 Bicycle Plan A Component of the City of Los Angeles Transportation Element of the City Transportation Element notes that on Figueroa Street and Flower Street Bicycle Lanes and Routes are to be developed. A Bicycle Lane is a striped lane for one-way bicycle travel on a street or highway. A Bicycle Route is shared with a roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. These lanes/routes are not in-place at this time. Bicyclist may use these and surrounding streets to get from one place and another, especially those attending USC or using the Metro Expo Station.

Per the LADOT there are bike lanes on Figueroa Street, Flower Street, and Jefferson Boulevard. The proposed project would not have an affect on these bike lanes. Though, like the pedestrians noted above, bicyclist may need to alter there path as 33rd Street would not be available as a short cut to Bus Stops and the Expo Line Station along Flower Street. They would either use 31st Street or Jefferson Boulevard.

Pedestrians/Bicyclists walking/riding to or from the MTA/LADOT Bus Stops or MTA USC/Jefferson Expo Line Station would have to alter their travel path to these locations. With the vacation of 33rd Street, it would not be available as a ‘short-cut’ from those walking/riding down Figueroa Street going to or from the bus stops or Expo Line Station. They would have to use either 31st Street or continue to walk/ride down to Jefferson Boulevard in order to access the Bus Stops and Expo Station. Without 33rd Street, the distance walked/ridden would increase by about two-tenths of a mile. This would result in about 3-5 minutes of additional walking/riding time.

The Land Use Section, Central District has included recommendations that need to be implemented (Attachment B). These recommendations deal with road striping (flare sections on Figueroa Street and Jefferson Boulevard); traffic circulation study; road dedications; road improvements; closure of unused driveways; and encroachment permits. Some of these items would be accomplished as part of the vacation process and some would be accomplished in the future if there is development on the property.

LADOT has determined dual left turn lanes are required (150-feet long and 150-feet of additional transition area) at the intersection of Figueroa Street and Jefferson Boulevard. Since there would be construction on the property (other than minor road improvements) a requirement for a future street easement, from 0 to 5-feet would be requested.

The LADOT requested that the applicant conduct a traffic study to determine potential impacts that may be caused by the vacation of 33rd Street. A traffic study (dated March 26, 2013) was prepared by Gibson Transportation Consulting Inc., on behalf of the applicant at the request of the LADOT. The study indicated that the vacation of 33rd Street would not result in any significant traffic impacts resulting from the future closure of the street. The study assumptions and results are acceptable to LADOT. The following table shows traffic volumes before and after vacation of 33rd Street.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Peak Hour (1)</th>
<th>Before Vacation</th>
<th>After Vacation</th>
<th>Change V/C</th>
<th>Significant Impact (4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figueroa Street &amp; Jefferson Boulevard</td>
<td>AM</td>
<td>0.577</td>
<td>A</td>
<td>0.605</td>
<td>B</td>
</tr>
<tr>
<td>Figueroa Street &amp;</td>
<td>PM</td>
<td>0.842</td>
<td>D</td>
<td>0.843</td>
<td>D</td>
</tr>
</tbody>
</table>

Table 8 - Intersection Operations After Traffic Volume Shifts

Initial Study:
Street Vacation - 33rd Street, between Figueroa Street and Flower Street
<table>
<thead>
<tr>
<th>Jefferson Boulevard</th>
<th>AM</th>
<th>0.295</th>
<th>A</th>
<th>0.292</th>
<th>A</th>
<th>-0.003</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flower Street &amp;</td>
<td>PM</td>
<td>0.504</td>
<td>A</td>
<td>0.508</td>
<td>A</td>
<td>0.004</td>
<td>NO</td>
</tr>
<tr>
<td>Jefferson Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Traffic Impact Assessment of the 33rd Street Vacation between Figueroa Street and Flower Street Los Angeles, California. By Gibson Transportation Consulting, Inc, for LADoT.

Notes:
1. Peak Hours - AM - 7:15 to 8:15AM; PM - 4:00 to 5:00PM
2. V/C = volume-to-capacity (number of vehicles verses capacity of roadway)
3. LOS = Level of Service
4. Significance Threshold Impacts only determined at LOS’s C, D, E, or F.
5. For this intersection the vacation would not cause a significant impact as the City threshold standard is for a V/C ratio change of greater than 0.020 for intersections with a LOS of D. This project has a V/C ratio change of 0.001.

The DOT proposed conditions associated with the vacation. These are: all abutting property owners are in agreement with the proposed vacation; through the requirements of a tract map or by other means, provisions are made for (1) lot consolidation, (2) driveway and access approval by DOT and (3) any additional dedications and improvements necessary to bring all adjacent streets into conformance with the City’s Standard Street Dimensions; the applicant should pay DOT a fee of $80,000 for the loss of parking meter revenues associated with the removal of eight (8) parking meters on 33rd Street between Figueroa Street and Flower Street and these funds should be deposited in the Special Parking Revenue Fund; and the applicant should coordinate with the LA County Metropolitan Transportation Authority (Metro) regarding the relocation of a Metro Bus layover that currently utilizes 33rd Street.

The proposed project, vacation of 33rd Street, would not have an impact on or be impacted by these issues, though vehicle operators, pedestrians, and bike riders that use 33rd Street as a through-way would have to alter their route of travel to get to or from Bus Stops/Metro Station along Flower Street and Jefferson Boulevard and other points. There would be a net loss of on-street, metered, timed, parking spaces on 33rd Street, but there would be the addition of on-street, metered, timed, parking spaces on Figueroa Street and free parking on Flower Street when the road improvements are completed. The project would not affect planned bike lanes/routes in the area.

Q. Utilities and Service Systems

Initial screening determined that the proposed project would cause no impact or less than significant impact. (Appendix A).

Electricity - Electricity to the area is provided through Los Angeles Department of Water and Power (LADWP). Site review indicates that there are utility poles on the north side of 33rd Street, along with a transformer on the property north of the right-of-way on private property.

Street Lighting – There are no street lights on 33rd Street. The Los Angeles Bureau of Street Lighting (BSL) in a memo from June 2006 noted that no street lighting improvements would be required for that project (Vacation of 33rd Street – WO E1400994), if no street widening per BOE improvement conditions. The BOE is requiring widening of the streets, but at some time in the future, if/when redevelopment of the property occurs. At such time, the developer must relocate and/or upgrade street lights on Figueroa Street (eight lights); Flower Street (six lights) and Jefferson Boulevard.
Boulevard (four lights).

Sewage - The project site is located in the South Los Angeles District for Waste Water Collection Service and the South Los Angeles Service are of the Sanitation District. There are two sewer lines in 33rd Street; one is less than 9" in diameter and the second between 9" and 15." There are 2 sewer maintenance holes within the Right-of-way of 33rd St.

Flood Control - The project site contain a storm pipe within its right-of-way (3 (D-11880, +2)) and two drain inlets (near Figueroa Street, north and south side of 33rd Street) These appear to be owned by State of California (per Navigate LA). The project site is located in Drainage Sub-area Basin Number 2057 (1,315 acres) and Sub-Area 205719 (8 acres). There are two maintenance holes to serve this infrastructure located within 33rd Street.

Water - The project site contains a single water pipe, of 4" diameter. Water to the area is provided through the LADWP.

Fire Hydrants - The project site does not contain any fire hydrants. Fire hydrants can be found on Flower Street, Figueroa Street, and Jefferson Boulevard. The LAFD has made comments (Attachment C) related to fire hydrants.

The proposed project, vacation of 33rd Street would not have an impact on or be impacted by these issues, provided conditions of approval are complied with. The Land Use Section, Central District has included recommendations that need to be implemented (Appendix B). These recommendations deal with encroachment permits and easements for sewer, drainage, water, and power lines. Some of these items would be accomplished as part of the vacation process and some would be accomplished in the future if there is development on the property. The Fire Department has included recommendations that need to be implemented (Appendix C). These recommendations primarily deal with accessibility to the property and development standards, but they have a condition dealing with fire hydrants that such hydrants need to be installed and operational prior to building construction.

R. Mandatory Findings of Significance

Based on the foregoing, it has been determined that:

The project does not 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.

The project does not 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.

The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

The project does not have environmental effects that would cause substantial adverse effects on

Initial Study:
Street Vacation - 33rd Street, between Figueroa Street and Flower Street
human beings, either directly or indirectly.

V. MITIGATION MEASURES

No mitigation measures are being proposed, as the project’s impacts are less than significant or will not cause an impact.
VI. NAME OF PREPARER

A. Preparer

James R Tebbetts
Environmental Specialist II
Environmental Management Group
Bureau of Engineering
Department of Public Works

Under the Supervision of Maria Martin
Environmental Supervisor II
Environmental Management Group
Bureau of Engineering
Department of Public Works

B. Coordination and Consultation

Department of Public Works
   Bureau of Engineering
   Land Development Group
   Dale Williams, P.E., Project Manager

Gibson Transportation Consulting, Inc. (Traffic Study Consultant)
   Jonathan Chambers, P.E. (Study Author)

VII. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

The project is being proposed so as to increase public safety and security between the properties adjacent to 33rd Street (north and south sides) between Figueroa Street and Flower Street, that are owned by the same company (Felix LLC), as well as to integrate and centralize the Felix Car Dealerships, by vacating the right-of-way for 33rd Street, between Figueroa Street and Flower Street.

No significant environmental impacts have been identified. The vacation of 33rd Street is administrative in nature and no environmental impacts are expected. Minor road improvements (curb, gutter, sidewalk, roadway or driveway) would have very minor impacts and compliance with applicable rules and regulations (i.e., noise, emissions, traffic safety, etc.) would reduce these impacts on the surrounding community.
B. Recommended Environmental Documentation

On the basis of this initial evaluation, I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

Prepared By: ____________________________
James R Tebbetts
Environmental Specialist II
Environmental Management Group

Approved By: Gary Lee Moore, P.E.
City Engineer

By: ____________________________
James E. Doty
Environmental Affairs Officer
Environmental Management Group

APPENDICES

A. Environmental Screening Checklist
B. Maps and Figures
C. Conditions of Approval - Los Angeles Department of Transportation (LADOT)
D. Conditions of Approval - Los Angeles Fire Department
E. Conditions of Approval - Land Use Section, Central District of the Los Angeles Bureau of Engineering (BOE)

Q: James/Vacation of W 33rd Street- Btw Flower and Figueroa/ CEQA Initial Study
VIII. REFERENCES:

Sources of information that adequately support findings of no significant impact are referenced by number in parentheses following each question in Section IV. All sources so referenced are cited below and are available by appointment for review at the offices of the Bureau of Engineering, 1149 South Broadway, Suite 600, Los Angeles. Answers to other questions are discussed below each numbered section.


5. State of California. *Code of Regulations*, Section 15064.5 “Determining the Significance of Impacts to Archeological and Historical Resources.”


14. City of Los Angeles, Department of City Planning. *Environmental Data Atlas*.


17. City of Los Angeles, Department of City Planning. *General Plan*. Including community plans and technical elements.

18. City of Los Angeles, Department of Public Works, Bureau of Engineering. *Historic Resources Inventory*. Electronic data base.


33. City of Los Angeles, Planning Department, *2010 Bicycle Plan A Component of the City of Los Angeles Transportation Element*, March 1, 2011

34. City of Los Angeles Planning Department, ZIMAS, (http://zimas.lacity.org/)


36. City of Los Angeles, Planning Department, General Plan Safety Element, *Exhibit G - Inundation & Tsunami Hazard Areas In the City of Los Angeles*. 2007


39. USC Development Plan, May 2010 (City of Los Angeles) Environmental Impact Analysis, Chapter H. Noise, Table IV.H-11 Calculated Existing Roadway Traffic Noise Levels (24-hour CNEL)

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## APPENDIX A
### ENVIRONMENTAL SCREENING CHECKLIST

A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

<table>
<thead>
<tr>
<th>Issues</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>1. AESTHETICS – Would the project:</td>
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<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>☐</td>
<td>☐</td>
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<tr>
<td>Standard: 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. Reference: 13 (Thresholds A.1 &amp; A.2)</td>
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<tr>
<td>Explanation: No scenic vistas exist on or in close proximity to the project site. The project site and surrounding area are totally urbanized.</td>
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<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td>☐</td>
<td>☐</td>
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<tr>
<td>Standard: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed as a result of the proposed project. Reference: 13 (Thresholds A.1 &amp; E.3), 17 (General Plan)</td>
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<tr>
<td>Explanation: No state-designated scenic highways are located within the vicinity of the project site.</td>
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<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
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<tr>
<td>Standard: 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. Reference: 13 (Thresholds A.1 and A.3)</td>
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<tr>
<td>Explanation: The proposed project would not make any significant changes to the visual character that currently exists. The project calls for the vacation of 33&lt;sup&gt;rd&lt;/sup&gt; Street, for purposes of safety and security. There would be no change in the visual character or quality of the site or its surroundings. There would some minor road improvements (curb, gutter, sidewalk, road) but this too would not have an impact.</td>
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<tr>
<td>d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?</td>
<td>☐</td>
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<tr>
<td>Standard: A significant impact would occur if the proposed project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional uses that require minimum illumination for proper function, and natural areas. Reference 13 (Thresholds A.4)</td>
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<tr>
<td>Explanation: There would be no new outdoor lighting. The project calls for the vacation of 33&lt;sup&gt;rd&lt;/sup&gt; Street. There would some minor road improvements (curb, gutter, sidewalk, and road). The proposed project would not make any significant changes to the lighting or glare character that currently exists.</td>
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</table>
2. AGRICULTURE AND FOREST 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?

Standard: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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. Reference 16

Explanation: No Prime or Unique Farmland or Farmland of Statewide importance exists within the City of Los Angeles.

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

Standard: 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. Reference 6

Explanation: The project site and adjacent parcels are not zoned for agricultural uses and not subject to a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Standard: In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Reference: 6

Explanation: There is no forest land, timberland, or timberland zoned Timberland Production on or near the project site.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Standard: In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Reference: 6

Explanation: There is no forest land on or near the project site. Reference: Site visit

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

Standard: A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use.
agricultural use. Reference 6
Explanation: Refer to discussion under 2 (a) and 2 (b) above.

3. AIR QUALITY – Would the project:

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

Standard: A significant impact may occur if the project was inconsistent with or obstruct the implementation of the Air Quality Element of the City’s General Plan or the Air Quality Management Plan (AQMP).
Reference: 13 (Thresholds B.1 to B.3) and 21 (AQMD Handbook)

Explanation: The project as a whole would not conflict with or obstruct implementation of an air quality plan. The vacation of 33rd Street is an administrative action. Minor repairs or installation of curbs, gutter, sidewalks, and road way would not exceed air quality standards.

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

Standard: A significant impact may occur if the proposed project violated any SCAQMD air quality standard. The SCAQMD has set thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulate matter (PM10) emissions resulting from construction and operation in the South Coast Air Basin. Reference: 13 (Thresholds B.1, B.2) and 21 (AQMD Handbook)

Explanation: Increase in emissions from increase mileage driven (0.15 miles) is less than 0.452 percent for passenger vehicles and 0.234 percent for medium delivery trucks, which is well below levels of significance. Estimated air pollutant emissions during construction would not exceed SCAQMD significance thresholds. (see discussion in Section IV – Air Quality)

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)? □ □ ✗ □ □

Standard: A significant impact may occur if the proposed project would result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin exceeds federal and state ambient air quality standards and has been designated as an area of non-attainment by the USEPA and/or California Air Resources Board. The South Coast Air Basin is a non-attainment area for carbon monoxide, nitrogen dioxide, ozone, particulate matter (PM10), and fine particulate matter (PM2.5).
Reference: Reference: 13 (Thresholds B.1, B.2) and 21 (AQMD Handbook)

Explanation: Construction of the project (Minor repairs or installation of curbs, gutter, sidewalks, and road way) would not exceed the SCAQMD’s thresholds of significance for criteria pollutants. For those emissions generated during construction, the minor generation of criteria pollutants would be temporary and short-term in nature. (see discussion in Section IV – Air Quality)

d) Expose sensitive receptors to substantial pollutant concentrations? □ □ ✗ □ □

Standard: 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. Reference: 13 (Thresholds B.1 to B.3)

Explanation: As discussed above, the proposed project is not anticipated to result in substantial pollutant concentrations, to include sensitive receptors. The nearest sensitive receptor is 1/3 of a mile away. (See discussion in Section IV)
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<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
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<td>Standard: During construction, sources of odor are diesel emissions from construction equipment and volatile organic compounds from sealant applications or paving activities. However, these odors would be temporary and localized. Nonetheless, applicable best management practices such as those in SCAQMD Rule 431 (Diesel Equipment) would, in addition to minimizing air quality impacts, also help minimize potential construction odors. Reference: 13 (Thresholds B.1 &amp; B.2)</td>
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<tr>
<td>Explanation: The project site is located in a commercial area. During construction of the roadway improvements there would be temporary and localized around the project site. These odors would be of the same nature as found on and around the project site (i.e., vehicle exhaust, etc).</td>
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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? |                               |                                      |                      |           |
| Standard: 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 regulations, or by the state or federal regulatory agencies cited. Reference: 13 (Thresholds C) |
| Explanation: The California Department of Fish and Game (CDFG), California Natural Diversity Database indicates that there are seven (7) occurrences of species, which are federally and/or state listed as endangered or threatened within the Hollywood topographic quadrangle. There are 21 other species noted of concern. However, the habitat for these species does not exist within or adjacent to the project boundaries. Reference: 9 (CNDDB) and Site Visit. See discussion in Section IV – Biological Resources. |

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? |                               |                                      |                      |           |
| Standard: A significant impact may occur if riparian habitat or any other sensitive natural community were to be adversely modified. Reference: 13 (Thresholds C) |
| Explanation: The proposed project is fully urbanized and covered with hard surfaces and buildings/structures, except for 5 tree wells. It is not located within a Significant Ecological Area or other natural community containing riparian habitat or sensitive biological resources. Reference: 9 (CNDDB), 24 (Nat. Wetlands Map), 23 (USGS Quad.), and Site Visit. See explanation for 4(a). |

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? |                               |                                      |                      |           |
| Standard: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act would be modified or removed. Reference: 13 (Thresholds C), 24 (Nat. Wetlands Map) |
| Explanation: There are no wetlands within or adjacent to the project site. The vacation would not affect these areas. With the completion of the required road improvements (curb, gutter, sidewalk, roadway or driveway) the water quality leaving the site would be of a similar nature as that before the project. |

d) Interfere substantially with the movement of any native resident or |                               |                                      |                      |           |
<p>| Explanation: |</p>
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<th>Issues</th>
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migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?  
Standard: 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. Reference: 13 (Thresholds C) and Site Visit  
Explanation: No sensitive habitats were identified within the project site or vicinity. The project area is highly urbanized and heavily used and does not provide significant habitat for wildlife. The project is not expected to have an impact on habitat suitable for wildlife movement or migration.
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☑ | ☐ | ☐ | ☒ |
| Standard: A significant impact may occur if the proposed project would cause an impact that is inconsistent with local regulations pertaining to biological resources. Reference: 12 (Tree Policy), 11 (PW Tree Policy), and 13 (Thresholds C)  
Explanation: No heritage or protected tree species are present within the boundaries of the proposed project. 26 (NavigateLA) and Site Visit.  
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? | ☐ | ☐ | ☒ | ☐ |
| Standard: A significant impact may occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the cited type. Reference: 9 (CNDDB), 13 (Thresholds C)  
Explanation: No habitat conservation plan, or any plan as cited above, is known to exist for the project site or immediate vicinity.
| 5. CULTURAL RESOURCES – Would the project:  
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5? | ☐ | ☐ | ☒ | ☐ |
| Standard: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a historical resource (as identified above). Reference: 5 (Guidelines 15064.5), 13 (Thresholds D.3), 18 (CHRIS)  
Explanation: The project would not affect a historical resource on the property. Nor in the surrounding area.  
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5? | ☐ | ☒ | ☐ | ☐ |
| Standard: A significant impact may occur if the proposed project were to cause a substantial adverse change in the significance of an archaeological resource which falls under the CEQA Guidelines section cited above, Reference: 5 (Guidelines 15064.5), 13 (Thresholds D.2), 18 (CHRIS)  
Explanation: A Records Search conducted by the South Central Coastal Information Center (SCCIC) indicates that no archeological work is needed prior to approval of the project plans. Standard specifications for public works projects stipulate, “If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer.” (Std Specs Section 6-3.2).  
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |
Issues

Potential Significant Impact  Less Than Significant With Mitigation  Less Than Significant  No Impact

Standard: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb unique paleontological resources or unique geologic features. Reference: 5 (Guidelines 15064.5), 13 (Thresholds D.1), 7 (Diblee), 18 (CHRIS), 34 (ZIMAS)

Explanation: The project site is not within an area known to contain paleontological resources. Standard specifications for public works projects stipulate, “If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer.” (Std Specs Section 6-3.2).

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

Standard: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb interred human remains. Reference: 5 (Guidelines 15064.5), 13 (Thresholds D.2), 18 (CHRIS)

Explanation: No known burial sites are located within the project site. Standard specifications for public works projects stipulate, “If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer.” (Std Specs Section 6-3.2).

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?

Standard: A significant impact may occur if the proposed project were located within a state-designated Alquist-Priolo Zone or other designated fault zone and appropriate building practices were not followed. References: 8 (CDC Publ. 42), 13 (Thresholds E.1), 34 (ZIMAS)

Explanation: The project site is not located in an Alquist-Priolo Earthquake Fault Zone. Nearest fault is 1.6 km away.

ii) Strong seismic ground shaking?

Standard: A significant impact may occur if the proposed project design did not comply with building code requirements intended to protect people from hazards associated with strong seismic ground shaking. Reference: 8 (Seismic Hazard Map Hollywood Quad.), 13 (Thresholds E.1)

Explanation: In general, the Los Angeles region is subject to the effects of seismic activity. The proposed project would not be impacted by seismic activity as it deals with vacation of a street along with minor roadway improvements (curb, gutter, sidewalk, and roadway or driveway).

iii) Seismic-related ground failure, including liquefaction?

Comment: A significant impact may occur if the proposed project would be located in an area identified as having a high risk of liquefaction and appropriate design measures required within such designated areas were not incorporated into the project. Reference: 8 (Seismic Hazard Map Hollywood Quad.), 13 (Thresholds E.1)

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

iv) Landslides?

Comment: A significant impact may occur if the proposed project were located in a hillside area with soil conditions that would suggest high potential for sliding and appropriate design measures were not
implemented. Reference: 8 (Seismic Hazard Map Hollywood Quad.), 13 (Thresholds E.1)
Explanation: The project site is not located in an area identified as being susceptible to landslides.

Result in substantial soil erosion or the loss of topsoil? □ □ □ ☒ ☒
Standard: A significant impact may occur if the proposed project were to expose large areas to the erosion effects of wind or water for a prolonged period of time. Reference: 13 (Thresholds E.2)
Explanation: The project site is entirely paved and would remain so after the project is completed, except for 5 tree wells. Construction of the minor roadway improvements (curb, gutter, sidewalk, and roadway or driveway) may result in ground surface disruption. These activities could result in potential erosion at the proposed project site. However, soil exposure would be temporary and short-term and applicable erosion control techniques would limit potential erosion.

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? □ □ □ ☒ ☒
Standard: A significant impact may occur if the proposed project were built in an unstable area proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Reference: 8 (Seismic Hazard Map Hollywood Quad.), 13 (Thresholds E.2), 10
Explanation: See 6 (a) (iii) and (iv) above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? □ □ □ ☒ ☒
Standard: 
Explanation: The proposed project is for the vacation of a public street (33rd Street) and construction of minor roadway improvements (curb, gutter, sidewalk, and roadway or driveway). These would not create a substantial risk to life or property. Reference: 13 (Thresholds E.2), 7 (Diblee), 4

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? □ □ □ ☒ ☒
Comment: A significant impact may occur if the proposed project were built on soils that were incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system, and such a system was proposed. Reference: 13 (Thresholds E.3), 8

Explanation: The project site is served by the City’s wastewater collection, conveyance, and treatment systems. Reference: 26 (NavigateLA)

7. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? □ □ ☒ ☒ ☒ ☒
Standard: Reference:
Explanation: The minor construction activity proposed would not have a significant impact on the environment. 3, 28 Section 1.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? □ □ □ ☒ ☒ ☒ ☒
Standard: Reference:
Explanation: The proposed project, to include minor roadway improvements (curb, gutter, sidewalk, and roadway or driveway) would generate significantly less that allowed by the SCAQMD. 3, 15, 16, 18
8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

<table>
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<tr>
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<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
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<td>Standard: 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. Reference: 13 (Thresholds F.1, F.2)</td>
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<td>Explanation: The proposed project does not involve the use, transport, or disposal of any hazardous materials. Any activities associated with the minor road improvements (curb, gutter, sidewalk, and road) would comply with applicable laws and regulations for use, transport, or disposal of hazardous materials.</td>
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<td>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?</td>
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<td>Standard: A significant impact may occur if the proposed project involved a risk of accidental explosion or utilized substantial amounts of hazardous materials as part of its routine operations that could potentially pose a hazard to the public under accident or upset conditions. Reference: 13 (Thresholds F.1, F.2), (USGS Hollywood Quad)</td>
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<tr>
<td>Explanation: The proposed project does not involve the use, transport, or disposal of any hazardous materials. Refer to discussion under 7 (a) above.</td>
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<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
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<td>Standard: A significant impact may occur if the proposed project were located within one-quarter mile of an existing or proposed school site and were projected to release toxic emissions which pose a hazard beyond regulatory thresholds. Reference: 13 (Thresholds F.2)</td>
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<tr>
<td>Explanation: The University of Southern California is located to the southwest of the project site. The project (vacation of 33rd Street and minor road construction) would not release toxic emissions that would pose a hazard beyond regulatory thresholds. Construction activities at the project site would not involve substantial quantities of hazardous or acutely hazardous materials, substances, or waste. Reference: (Geotracker), (Envirostor), (NavigateLA Schools)</td>
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<td>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?</td>
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<td>Reference: 13 (Thresholds F.2) Comment: The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and Spills, Leaks, Investigations, and Cleanups sites; or the Department of Toxic Substances Control EnviroStar Data Management System which includes CORTESE sites, or the Environmental Protection Agency’s database of regulated facilities. The project site is located in a historic oil field and methane zone. No construction activities are anticipated that would impact these materials. Reference: (Geotracker), (Envirostor), 35</td>
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<td>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</td>
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Initial Study:
Street Vacation - 33rd Street, between Figueroa Street and Flower Street  

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### Issues

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- **working in the project area?**
  
  **Standard:** A significant impact may occur if the proposed project site were located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard. Reference: 13 (Thresholds F.1, K.2)
  
  **Explanation:** The project is not located within a public airport land use plan area, or within two miles of a public airport, and would not create a safety hazard. Reference: 34 (ZIMAS), (Geotracker), (Envirostor), (NavigateLA), Site Visit

- **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?**
  
  **Standard:** A significant impact may occur if the project would result in a safety hazard for people residing or working in the project area because of its location near a private airstrip. Reference: 13 (Thresholds F.1, K.2)
  
  **Explanation:** No private airstrip is located within the vicinity of the project site. Reference: (NavigateLA), Site Visit.

- **g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**
  
  **Standard:** A significant impact may occur if the proposed project were to substantially interfere with roadway operations used in conjunction with an emergency response plan or evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such plan. Reference: 13 (Thresholds F.1, K.2)
  
  **Explanation:** The proposed project would slightly alter the adjacent street system. Emergency vehicles would have to travel an additional 0.2 miles and less than a minute to reach sites on Flower Street via 31st Street. The Fire Department in their memo of May 31, 2012 did not note any concerns with the vacation of 33rd Street. As applicable, any traffic detour plans during construction would address emergency response or emergency evacuation for implementation during construction.

- **h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**
  
  **Standard:** A significant impact may occur if the proposed project were located in a wild land area and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire. Reference: 13 (Thresholds K.2)
  
  **Explanation:** The project site is not located within a wild land or a very high fire hazard severity zone. (NavigateLA Very High Fire Hazard Severity Zone), Site Visit

9. **HYDROLOGY AND WATER QUALITY – Would the project:**

- **a) Violate any water quality standards or waste discharge requirements?**
  
  **Standard:** A significant impact may occur if the proposed project discharged water which did not meet the quality standards of agencies which regulate surface water quality and water discharge into storm-water drainage systems. Reference: 13 (Thresholds G.2)
  
  **Explanation:** The proposed project would comply with applicable storm water management requirements for pollution prevention (for example, compliance with the Standard Urban Storm Water Mitigation Plan [SUSMP] or National Pollution Discharge Elimination System [NPDES]) requirements to reduce potential water quality impacts.
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)?

Standard: 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. Reference: 13 (Thresholds G.2, G.3), 20

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

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

Standard: 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. Reference: 13 (Thresholds G.1, G.2) 23

Explanation: The proposed project would not alter the existing drainage pattern of the site or area. The construction of the minor road improvements (curb, gutter, sidewalk, and road) would take into account the exiting drainage pattern so as to not interfere with the pattern. There would be no increase or decrease in the amount or quality of water flowing from the site. No streams or rivers cross the proposed project route. The project would not alter the existing drainage pattern of the site or area. As discussed in comment 9(a), the project would result in temporary soil disturbance activities during construction during which time a storm water pollution prevention plan for the control of soil erosion and sediment runoff would be implemented. The project would be constructed in accordance with applicable requirements of the municipal code, including grading requirements.

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

Standard: 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. Reference: 13 (Thresholds G.1)

Explanation: The proposed project would not alter the existing drainage pattern of the site or area. See comments for 9(a) and 9(c) above.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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

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Explanation: The proposed project would not change the volume of storm water runoff. See comment 9(a) above.

f) Otherwise substantially degrade water quality? □ □ □ □ X
Comment: A significant impact may occur if a project included potential sources of water pollutants and potential to substantially degrade water quality. Reference: 13 (Thresholds G.3)
Explanation: No potential sources of water quality degradation are anticipated. The quality of water from the site would be of the same nature as that before the vacation and minor road improvements.

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? □ □ □ □ X
Standard: A significant impact may occur if the proposed project placed housing within a 100-year flood zone. Reference: 13 (Thresholds G.1 to G.4)
Explanation: The proposed project does not include housing and is not located within a 100-year flood zone (FIRM Map 06037C1620F located in Zone D).

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? □ □ □ □ X
Standard: A significant impact may occur if the proposed project were located within a 100-year flood zone and would impede or redirect flood flows. Reference: 13 (Thresholds G.4)
Explanation: No structures are proposed and the project site is not located within a 100-year flood zone. Reference: FIRM Map 06037C1620F, 26 (NavigateLA Flood Plains)

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? □ □ □ □ X
Standard: A significant impact may occur if the proposed project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death. Reference: 13 (Thresholds E.1, G.3)
Explanation: The project site is located in an inundation area but no new structures or additional people would be subject to this risk. Reference: NavigateLA Inundation Areas, 36

j) Inundation by seiche, tsunami, or mudflow? □ □ □ □ X
Standard: A significant impact may occur if the proposed project were located in an area with inundation potential due to seiche, tsunami, or mudflow. Reference: 13 (Thresholds E.1)
Explanation: The project site is not located in an area subject to this risk. Reference: NavigateLA Tsunami Area and Landslides

10. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community? □ □ □ □ X
Standard: 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. Reference: 13 (Thresholds H.2)
Explanation: The proposed project would not introduce a physical barrier. The project site is confined to a single set of 15 smaller lots under the same ownership. Cross traffic can use 31st Street, located to the

Initial Study:
Street Vacation - 33rd Street, between Figueroa Street and Flower Street
north of the project site or Jefferson Boulevard, located to the south of the project site.

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?

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Standard: A significant impact may occur if the proposed project were inconsistent with the General Plan, or other applicable plan, or with the site’s zoning if designated to avoid or mitigate a significant potential environmental impact. Reference: 13 (Thresholds H.1, H.2)

Explanation: The proposed project would aid in the implementation of the General Plan and Community Plan. See discussion in Section IV – Land Use and Planning. Reference: ZIMAS, General Plan

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

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Standard: A significant impact may occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan and would conflict with such plan. Reference: 13 (Thresholds H.1, H.2)

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

11. 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?

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Standard: A significant impact may occur if the project were located in an area used or available for extraction of a regionally important mineral resource, if the project converted an existing or potential present or future regionally-important mineral extraction use to another use, or if a project affected access to such a site. Reference: General Plan, 13 (Thresholds E.4)

Explanation: The project site is not located within an area that contains known mineral resources. The project site is fully urbanized and developed.

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?

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Standard: A significant impact may occur if a project were located in an area used or available for extraction of a locally-important mineral resource and the project converted such a resource to another use or affected access to such a site. Reference: General Plan, 13 (Thresholds E.4)

Explanation: The project site is not located within an area that contains known mineral resources. The project area is fully urbanized and developed.

12. 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?

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Standard: A significant impact may occur if the project generated noise levels exceeding the standards for ambient noise as established by the General Plan and Municipal Code or exposed persons to that increased level of noise. Reference 17 (General Plan Noise Element), 13 (Thresholds Section I)

Explanation: The vacation portion of the project is administrative in nature and would not generate noise levels. The minor road improvements (curb, gutter, sidewalk, and road) may result in temporary higher-
### Issues

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

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

Standard: A significant impact may occur if the project were to expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. Reference: 17 (General Plan Noise Element), 13 (Thresholds Section I)

Explanation: Construction activities associated with the project could generate ground-borne vibration from use of heavy equipment. These effects would be temporary and short-term in nature and would comply with applicable noise and vibration standards. See also comment under Section 12(a).

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

Standard: A significant impact may occur if the project were to substantially and permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project. Reference: 17 (General Plan Noise Element), 13 (Thresholds Section I)

Explanation: Refer to discussion under 12(a) above.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Comment: A significant impact may occur if the project were to create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project. Reference: 17 (General Plan Noise Element), 13 (Thresholds Section I)

Explanation: Refer to discussion under 12(a) above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Standard: Reference: 13 (Thresholds Section I), NavigateLA

Explanation: The project is not located within two miles of an airport.

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?

Standard: Reference: 13 (Thresholds Section I), NavigateLA

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

13. 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)?

Standard: A significant impact may occur if population growth is induced in an area, either directly or indirectly, such that the population of the area may exceed the planned population of that area. Reference: 13 (Thresholds Section J.1)
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Explanation: The proposed project would not involve changing the City’s land use and planning designations to a more intense use and therefore would not induce substantial population growth.

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

Standard: Normally, there would be no significant impact if the project would not result in a net loss of 15 single-family dwellings or 25 dwellings in multi-family housing. Reference: 13 (Thresholds J.1 and J.2)

Explanation: The proposed project would not displace any housing.

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

Standard: Normally, there would be no significant impact if the project would not result in a net loss of 15 single-family dwellings or 25 dwellings in multi-family housing. Reference: 13 (Thresholds J.2)

Explanation: The proposed project would not displace any housing.

14. 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?

Standard: A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the proposed project based on response time, access, or fire hydrant/water availability. Reference: 13 (Thresholds K.2)

Explanation: The project site is served by the City of Los Angeles Fire Station 15, located at 915 W Jefferson Boulevard, about .3 miles away. The proposed project would not result in an increase in commercial building square footage, and thus would not generate a need for new or altered fire protection facilities. Flower Street is a one-way street adjoining the project site. The vacation of 33rd Street would require responding units to drive to 31st Street, turn right, then turn right again onto Flower Street to respond to requests for service. Access could be gotten by turning onto Flower Street from Jefferson Boulevard, but emergency vehicles would be driving against traffic. Using Google Maps, with the vacation of 33rd Street, the distance to respond would increase by about 0.1 miles. Time to respond would increase about an estimated 15 seconds. This driving at posted speed limits. Under emergency conditions, time to respond may be faster. The Fire Department in their memo of May 31, 2012 did not note any concerns with the vacation of 33rd Street. Proposed road improvements (curb, gutter, sidewalk, and road) would be constructed in accordance with all applicable fire codes set forth by the state Fire Marshall and Los Angeles Fire Department. There are six (6) fire hydrants and multiple water lines surrounding the subject property. Therefore, the proposed project would not be considered a fire hazard and would not exceed the capacity of the Los Angeles Fire Department to serve the site or other areas with existing fire protection services. The nearest local fire responders would be notified, as appropriate, of traffic control plans during construction so as to coordinate emergency response routing during construction work.

ii) Police protection?

Standard: A significant impact may occur if the proposed project were to result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site. Reference: 13 (Thresholds K.1)
Explanation: The project site is served by the City of Los Angeles Police Department, South Central Station, located at 1546 Martin Luther King Blvd, about 2.3 miles away. The proposed project would not result in an increase in commercial building square footage, and thus would not generate a need for new or altered police fire protection facilities. Flower Street is a one-way street adjoining the project site. The vacation of 33rd Street would require responding units to drive to 31st Street, turn right, then turn right again onto Flower Street to respond to requests for service. Access could be gotten by turning onto Flower Street from Jefferson Boulevard, but emergency vehicles would be driving against traffic. Using Google Maps, with the vacation of 33rd Street, the distance to respond from the Police Station would increase by about 0.1 miles. Time to respond would increase about an estimated 15 seconds. This driving at posted speed limits from the Police Station. Under emergency conditions, time to respond may be faster. In reality the time to respond would be dependent on the location of the responding Squad Car. The proposed project would not require additional police protection beyond what is currently provided. The nearest local police station would be notified, as appropriate, of traffic control plans during construction so as to coordinate emergency response routing during construction work.

iii) Schools?

Standard: A significant impact may occur if the proposed project includes substantial employment or population growth that could generate demand for school facilities that exceeded the capacity of the school district responsible for serving the project site. Reference: 13 (Thresholds K.3)

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

iv) Parks?

Standard: A significant impact may occur if the recreation and park services available could not accommodate the population increase resulting from the implementation of the proposed project. Reference: 13 (Thresholds K.4)

Explanation: The proposed project is not a growth inducing project, either directly or indirectly and would therefore not increase the demand for schools in the area. (see Item 13 above)

v) Other public facilities?

Standard: Projects that do not result in a net increase of 75 residential units normally would not have a significant impact on public libraries. Reference: 13 (Thresholds K.5)

Explanation: The project location is zoned C-2 and a Land Use Designation as Commercial. No housing is expected to be developed.

15. RECREATION – Would the project:

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?

Standard: A significant impact may occur if the proposed project includes substantial employment or population growth that may generate demand for public park facilities that exceed the capacity of existing parks. Reference: 13 (Thresholds K.4)

Explanation: The proposed project would not cause a population increase, so there is no need for additional recreational facilities. (see Item 13 above)

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?
### 16. TRANSPORTATION/TRAFFIC – Would the project:

| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? |
|---|---|---|---|---|
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__Explanation:__ The project location is zoned C-2 and a Land Use Designation as Commercial. No housing is expected to be developed, so no recreational facilities are needed.

| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? |
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__Standard:__ A significant impact may occur if the proposed project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Reference: 13 and 40 (Thresholds L.1 to L.4, L.8)

__Explanation:__ With the vacation of 33rd Street, there would be a rearrangement of traffic patterns. Vehicles that used 33rd Street as a short cut to Flower Street would then use either 31st Street to the North or Jefferson Boulevard to the South. There would be no net change of vehicles at the major intersections in the area, Figueroa Street and Jefferson Boulevard or Flower Street and Jefferson Boulevard. Traffic may be affected temporarily due to construction activities. There would no impact the traffic circulation.

| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? |
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__Standard:__ A significant impact may occur if the proposed project causes a conflict with an applicable congestion management program. Reference: 13 (Thresholds L.1 to L.3)

__Comment:__ See 15 (a).

| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? |
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__Standard:__ A significant impact may occur if the proposed project causes a conflict with an applicable congestion management program. Reference: 13 (Thresholds L.1 to L.3)

__Comment:__ See 15 (a).

| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks? |
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__Standard:__ A significant impact may occur if the proposed project changed air traffic patterns, including either an increase in traffic levels or a change in location the resulted in substantial safety risks.

__Explanation:__ There would be no impact to air traffic patterns.

| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks? |
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__Standard:__ A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses (e.g., farm equipment)?

__Explanation:__ The project is compatible with the land use and would not include any design features that would result in a safety hazard to pedestrians, personnel, visitors, or nearby neighbors. As part of the approval process, the property owner is being asked for easements and dedications along 31st Street, 33rd Street, Jefferson Boulevard, Figueroa Street, and Flower Street. These easements and dedications would increase the widths of these streets (half-width). Thereby meeting standards in the City General Plan Circulation element and Streets and Highway Designations.

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

__Standard:__ A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses. Reference: 13 (Thresholds L.5)

__Explanation:__ The project is compatible with the land use and would not include any design features that would result in a safety hazard to pedestrians, personnel, visitors, or nearby neighbors. As part of the approval process, the property owner is being asked for easements and dedications along 31st Street, 33rd Street, Jefferson Boulevard, Figueroa Street, and Flower Street. These easements and dedications would increase the widths of these streets (half-width). Thereby meeting standards in the City General Plan Circulation element and Streets and Highway Designations.

| e) Result in inadequate emergency access? |
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__Initial Study:__

**Street Vacation - 33rd Street, between Figueroa Street and Flower Street**
Issues

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Standard: A significant impact may occur if the proposed project resulted in inadequate emergency access. Reference: 13 (Thresholds L.5, L.8, and J2)

Explanation: While the vacation of 33rd Street may increase time for emergency response, the Fire Department in their memo of May 31, 2012 did not note any concerns with the vacation of 33rd Street. See response 14) a) i). The proposed project does not propose any permanent changes to the surrounding street system and would not introduce incompatible vehicles to surrounding roadways. Temporary traffic control elements would be subject to review, including safety, and approval by LADOT.

f) Result in inadequate parking capacity?

Standard: A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation. Reference: 13 (Thresholds L.6)

Explanation: The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Standard: A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation. Reference: 13 (Thresholds L.6)

Explanation: The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

17. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Standard: A significant impact may occur if the proposed project exceeds wastewater treatment requirements of the local regulatory governing agency. Reference: 13 (Thresholds M.2)

Explanation: No construction is proposed that would generate additional wastewater.

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

Standard: A significant impact may occur if the proposed project resulted in the need for new construction or expansion of water or wastewater treatment facilities that could result in an adverse environmental effect that could not be mitigated. Reference: 13 (Thresholds G.1, M.1 and M.2)

Explanation: No construction is proposed that would use additional water or generate additional wastewater that would exceed existing capacity.

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

Standard: 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. Reference: 13 (Thresholds G.1 and M.2)

Explanation: The storm water facilities in the area are adequate to serve the proposed project. The proposed project would not increase the volume of storm water runoff. There are two catch basins located on 33rd Street, just east of Figueroa Street. Conditions of approval call for these to be either relocated, abandoned, or an easement be given to retain them.
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  

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**Standard:** A significant impact may occur if the proposed project’s water demands would exceed the existing water supplies that serve the site. Reference: 13 (Thresholds M.1)

**Explanation:** The LADWP provides potable water to the project area and vicinity. Other than temporary construction water use, the proposed project would not include new water uses.

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

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**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. Reference:

**Explanation:** See 17 (a) above.

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

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**Comment:** A significant impact may occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional waste. Reference: 13 (Thresholds M.3),

**Explanation:** City standard for public works require demolition debris to be recycled where feasible; therefore, impacts associated with construction debris would be less than significant. After construction, the project would not generate additional solid waste, beyond that currently being generated.

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

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**Comment:** A significant impact may occur if the proposed project would generate solid waste that was in excess of or was not disposed of in accordance with applicable regulations. Reference: 13 (Thresholds M.3), Countywide Sitting Report

**Explanation:** The project would be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards

18. 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?

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**Comment:** The project is located in a fully developed, urbanized area. There are no known biological or cultural resources, to include historical, archaeological, or paleontological resources, on or near the project site. Review of the CFW – CNDDB notes 7 species that are federally and/or state endangered or threatened in the Hollywood Quad, the habitat needed for these species is not found at the project site. An Initial Records Search (Quick Check) by the South Central Coastal Information Center indicates no need for an archeological search is needed for this project. However a ‘halt-work’ condition would be placed so that in the event that cultural resources are found during the minor road improvements/repairs are found...
work would cease until they are evaluated. The proposed project would not significantly degrade the environment. The proposed project would not reduce habitat for fish or wildlife, cause fish or wildlife 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: Preceding Analysis

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<td>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)?</td>
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<td>Comment: No significant impacts have been identified as a result of the proposed project on an individual or cumulative basis. The proposed street vacation and minor road improvements (curb, gutter, sidewalk, road) is consistent with applicable land use plans</td>
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<td>c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?</td>
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<td>Comment: The proposed project would not cause a disadvantage of long-term environmental goals, through the achievement of short term goals. The proposed project doesn’t not involve implementation of environmental goals such as enhancement of the environment or creation of habitat. The proposed project involves the vacation of a public right-of-way, with minor road improvements (curb, gutter, sidewalk, and road). Therefore the proposed project does not have the potential to achieve short-term environmental goals at the expense of long-term environmental goals.</td>
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<td>d) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?</td>
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<td>Comment: The proposed project does not have the potential to substantially cause an effect on human beings, either directly or indirectly. The proposed project would result in the vacation of a public street, with an area of 24,588 square feet and minor road improvements around the project site (curb, gutter, sidewalk, and road or new driveways). This is not growth inducing and is consistent with applicable land use plans. No hazards have been identified that threaten the viability of the safe implementation of the proposed project. If hazards are found during the construction phase, standard practices for removal and/or remediation would be employed in conformance with applicable rules and regulations so as to prevent human exposure</td>
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APPENDIX B
Maps and Figures
Figure 1 - Site Photos of 33rd Street

33rd Street
Looking East from Figueroa Street
(Accessed February 7, 2013)

33rd Street
Looking West from Flower Street
(Accessed February 7, 2013)
Map 4 - Location of Transportation Resources in the Area

Notes: L – Local Street; S – Secondary Highway; M-II – Major Highway Class II
Note: Sewer Lines – colors denote diameter of the line. Dark blue less than 9”; light blue 9-15".
Map 6 - Location of Public Services (LAPD/LAFD) Near the Project Site
Attachment C
Conditions of Approval
Los Angeles Department of Transportation (LADOT)

The following conditions are found in an e-mail dated April 9, 2013, from Tomas Carranza (Senior Transportation Engineer).

1. LADOT does not oppose the requested vacation, provided that all abutting property owners are in agreement with the proposed vacation.

2. Through the requirements of a tract map or by other means, provisions are made for (1) lot consolidation, (2) driveway and access approval by DOT and (3) any additional dedications and improvements necessary to bring all adjacent streets into conformance with the City’s Standard Street Dimensions.

3. The applicant should pay LADOT a fee of $80,000 for the loss of parking meter revenues associated with the removal of eight (8) parking meters on 33rd Street between Figueroa Street and Flower Street. These funds should be deposited in the Special Parking Revenue Fund.

4. In addition, the applicant should coordinate with the LA County Metropolitan Transportation Authority (Metro) regarding the relocation of a Metro Bus layover that currently utilizes 33rd Street.
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Attachment D
Conditions of Approval
Los Angeles Fire Department

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

May 31, 2012

TO: Danny Ho, Manager
Department of Public Works, Bureau of Engineering

FROM: Fire Department

SUBJECT: STREET VACATION NO. E1401202
(33rd Street between Figueroa Street and Flower Street)

RECOMMENDATIONS:
Submit plot plans for Fire department approval and review prior to recordation of Street Vacation.

Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 20 feet in width.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

Private streets shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted
and approved by the Fire Department prior to building permit application sign-off.

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Entrance to the main lobby shall be located off the address side of the building.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished by appointment only, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6509. You should advise any consultant representing you of this requirement as well.

BRIAN L. CUMMINGS
Fire Chief

Mark I. Stormes, Fire Marshal
Bureau of Fire Prevention and Public Safety

MIS:JDjvjf
C:St.Vac-E1401202
Map No. 120-201
Attachment E

Conditions of Approval

Land Use Section, Central District of the Los Angeles Bureau of Engineering (BOE)

The following conditions are found in the Central District Office Memorandum dated June 21, 2006, and affirmed on June 1, 2012. These conditions are:

General Conditions –

Per Department of Transportation (DOT) the intersection of Figueroa Street (Major Highway-Class II) and Jefferson Boulevard (Secondary Highway) both streets require flare sections. Since the buildings on the property will remain, the flare sections will become a future street easement.

DOT approval of a traffic circulation study is required.

1. Dedications Required:

Figueroa Street: Major Highway Class II
Note: LADOT has determined dual left turn lane is required (150’ long area and 150’ additional transition area along Figueroa Street at intersection with Jefferson Boulevard). But since Building in Lot 5 and Lot 6 will remain as is and will not be demolished, the 0’ to 5’ wide various dedication for flare section will become 0’ to 5’ wide various future street easement.

Existing ½ R/W = 49.5’ (10’ – 39.5’), Existing R/W = 99’ (10’-79’-10’)
The existing half right-of-way is 49.5’, which is improved with a 39.5’ wide half roadway and 10’ wide concrete sidewalk. 2.5’ wide additional dedication is required along the project to complete a standard 52’ wide half right-of-way as designated for a Major Highway – Class II. Also, dedications for a 20’ radius property line turns or a 15’ by 15’ straight corner cuts are required at the corner of 31st Street. However, the existing building on Lot 5 and Lot 6, which to remain as is and will not be demolished. This will not allow for the regular dedication in these areas. Therefore, the required 2.5’ wide dedications in these areas only and the required dedication for the 20’ radius property line turns or 15’ by 15’ straight corner cut with Jefferson Boulevard along the existing building on Lot 5 and Lot 6 will become a future street easement.

31st Street: Local Street
Existing ½ R/W = 30’ (10’ – 20’), Existing R/W = 60’ (10’-40’-10’)
The existing half right-of-way is 30’, which is improved with a 20’ wide half roadway and 10’ wide parkway (6’ wide concrete sidewalk and 4’ wide grass area). No additional dedication is required with the exception of 20’ radius property line turns or a 15’ by 15’ straight corner cuts are required at the corner of Figueroa Street.

33rd Street: Local Street
Existing ½ R/W = 36’ (12’ – 24’), Existing R/W = 72’ (12’-48’-12’)
The existing half right-of-way is 36’, which is improved with a 24’ wide half roadway and 12’ wide concrete sidewalk on each side of northerly and southerly roadway. No additional dedication is required.
Flower Street: Secondary Highway (southbound, one-way street)
Existing ½ R/W = 45’ (15’ – 30’), Existing R/W = 90’ (15’-60’-15’)
The existing half right-of-way is 45’, which is improved with a 30’ wide half roadway and 15’ wide concrete sidewalk. No additional dedication is required to maintain a standard 45’ wide half right-of-way designed for a Secondary Highway.
Also, dedications for a 20’ radius property line turns or a 15’ by 15’ straight corner cuts are required at the corner of Jefferson Boulevard.

Jefferson Boulevard: Secondary Highway
Note: LADOT has determined dual left turn lane is required (150’ long area and 150’ additional transition area along Jefferson Boulevard at intersection with Figueroa Street) per Gateway Project.
But since Building in Lot 5 and Lot 6 will remain as is and will not be demolished, the 0’ to 5’ wide various dedication for flare section will become 0’ to 5’ wide various future street easement.
Existing ½ R/W = 45’ (15’ – 30’), Existing R/W = 90’ (15’-60’-15’)
The existing half right-of-way is 45’, which is improved with a 35’ wide half roadway and 10’ wide concrete sidewalk. No additional dedication is required to maintain a standard 45’ wide half right-of-way designed for a Secondary Highway.
Also, dedications for a 20’ radius property line turns or a 15’ by 15’ straight corner cuts are required at the corner of Flower Street. However, the existing building on Lot 5 and Lot 6, which to remain as is and will not be demolished. This will not allow for the regular dedication. Therefore, the required dedication for the 20’ radius property line turns or 15’ by 15’ straight corner cut with Figueroa Street will become future street easement along the existing building on Lot 5 and Lot 6.

2. Improvements Required

Figueroa Street:
Per Bureau of Engineering’s Policy, 2.5’ wide street widening may be deferred to the future. Fill concrete in these 2.5’ wide newly dedicated stripe area to serve as concrete sidewalk along the project. Repair and/or replace all broken/off-grade/missing concrete curb, gutter and sidewalk. Relocate, upgrade, and/or install new streetlights, street trees, fire hydrant, traffic lights, and parking meters to the satisfaction of: Bureau of Engineering, Bureau of Street Lighting, Bureau of Street Service/Urban Forestry Division, Fire Department, and Department of Transportation.

31st Street:
Repair and/or replace all broken/off-grade/missing concrete curb, gutter and sidewalk. Relocate, upgrade, and/or install new streetlights, street trees, fire hydrant, traffic lights, and parking meters to the satisfaction of: Bureau of Engineering, Bureau of Street Lighting, Bureau of Street Service/Urban Forestry Division, Fire Department, and Department of Transportation.

33rd Street: (proposes to be vacated)
Close the proposed to be vacated street intersections, one at Figueroa Street and the other at Flower Street with full height curb and gutters, and concrete sidewalks or replace the intersection with a new Case II Standard Driveway constructed in accordance with the City of Los Angeles Standard Plans. Relocate street lights, street trees, and parking meters to the satisfaction of: Bureau of Engineering, Bureau of Street Lighting, Bureau of Street Service/Urban Forestry Division, Department of Transportation, and Department of Water and Power.

Flower Street: Street widening (southbound one-way Street)
From the existing property line, retain a 10 wide sidewalk and then construct new integral curb and gutter, and new roadway-widening pavement (approximately 5’ wide) for a standard 35’ wide half
roadway along the project. Construct new curb ramp at the corner of Jefferson Boulevard. These new improvements shall have proper transitions to existing improvements and shall be constructed under a “B” Permit in a manner satisfactory to the City Engineer. Relocate, upgrade, and/or install new streetlights, street trees, fire hydrant, traffic lights, parking meters and power poles to the satisfaction of the Bureau of Engineering, Bureau of Street Lighting, Bureau of Street Service/Urban Forestry Division, Fire Department, Department of Transportation, and Department of Water and Power.

Jefferson Boulevard:
Relocate, upgrade, and/or install new streetlights, street trees, fire hydrant, traffic lights, parking meters and power poles to the satisfaction of the Bureau of Engineering, Bureau of Street Lighting, Bureau of Street Service/Urban Forestry Division, Fire Department, Department of Transportation, and Department of Water and Power.

Existing unused driveway approaches:
Close all existing unused driveways with full height curb and gutter and concrete sidewalk.

Encroachment Permit (Revocable Permit)
The roof the existing 1-story building, along the intersection of Figueroa Street and Jefferson Boulevard encroaches into the City right-of-way and projects into the sidewalk. A revocable permit needs to be obtained from Bureau of Engineering Central District Office for ‘Waiver of Damages, Indemnification Agreement.’

3. Sewers:
There are existing sewer lines in the portion of 33rd Street to be vacated between Figueroa Street and Flower Street. Relocate, abandon, or retain a minimum 10’ wide sewer easement over each existing sewer line in the area proposed to be vacated. Plans for relocation or abandonment of the existing sewer lines must be reviewed and approved by the City Engineer. No Permanent Structure can be constructed within the Sanitation Sewer Easement unless prior to the approval of a B Permit Group.

4. Drainage
There are existing storm drain lines and catch/grating basins in the portion of 33rd street to be vacated between Figueroa Street and Flower Street. Relocate, abandon, or retain a minimum 10’ wide storm drain easement over each existing storm drain in the area proposed to be vacated. Plans for relocation or abandonment of the existing sewer lines must be reviewed and approved by the City Engineer. No Permanent Structure can be constructed within the Sanitation Sewer Easement unless prior to the approval of a B Permit Group.

5. Street Lights and Street Trees
Refer to Bureau of Street Lighting and Bureau of Street Services/Urban Forestry Division for street lighting and street tree requirements

6. Non-Motorized Transportation
The vacated area is not needed for non-motorized transportation purposes

7. Public Use
The vacation area may not be needed for public use
8. Easements of Rights
There are overhead electric power utility lines and power poles within the proposed vacated area. Also, underground utility lines, 10-4"Cag SCG, PT&T 2STD, 4"DWPWG, 2-4", 6-4", 3-5"ABS DWPPS, are within the proposed vacated area. Retain easements and or rights as needed for the protection and service of public utilities, overhead or underground that will remain in place. The petitioner shall provide these to the affected agencies by separate documents, or upon consent of the petitioner and agency. Such easements may be allowed to be reserved from the vacation upon submittal of an alignment from the agency.