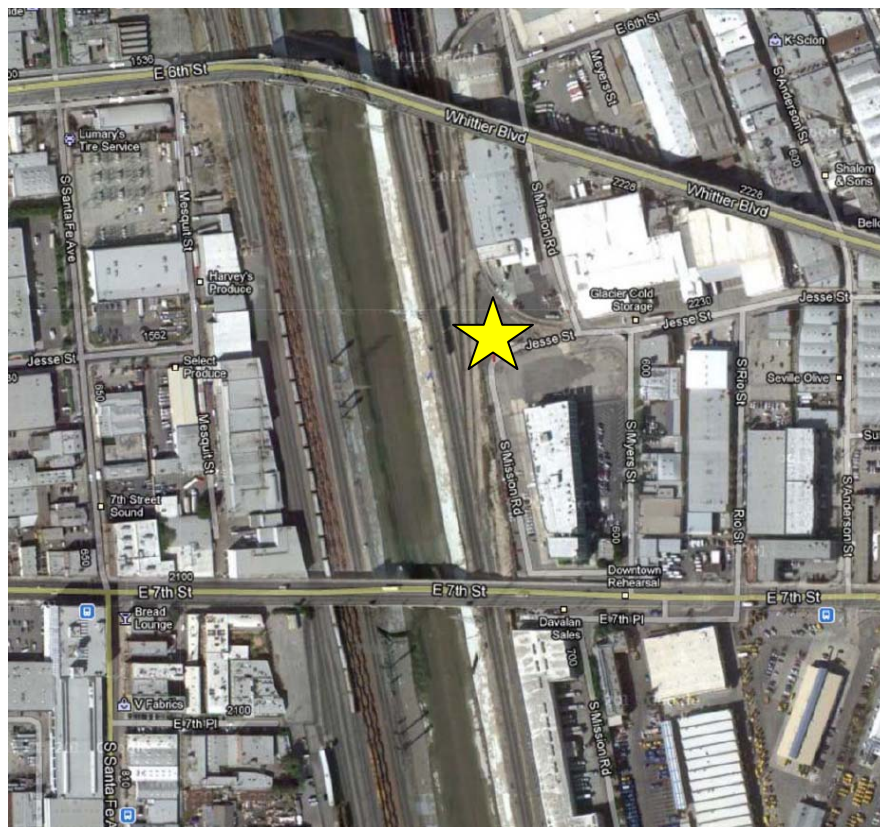


*Initial Study/Mitigated Negative
Declaration for an*

**Air Treatment Facility (ATF)
East Central Interceptor Sewer (ECIS) and Street
Vacation at Mission Road & Jesse Street
(W.O. SZC11545)**



April 2012



City of Los Angeles



*Bureau of Engineering
Environmental Management Group*



CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY

Council District: 14 Date: April 2012

Lead City Agency: Department of Public Works, Bureau of Engineering

Project Title: Air Treatment Facility (ATF) and Street Vacation at Mission Road & Jesse Street

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 Environmental Management Group has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an Initial Study (IS) is required.

An IS 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 (EIR) should be prepared; otherwise the lead agency may adopt a Negative Declaration (ND) or Mitigated Negative Declaration (MND).

The IS/ND contained herein 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 MND 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, project components, and proposed construction and operation.

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, Environmental Effects/Initial Study Checklist: presents the City's Checklist for all impact areas and mandatory findings of significance. Includes discussion and identifies applicable mitigation measures.

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 ND (or MND) 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 ND or MND, together with any comments received during the public review process, and makes a recommendation to the City Council on whether or not 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 ND or MND, 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 Board of Public Works Agenda is available via the internet at <http://www.bpw.lacity.org/>. 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 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 (ADA), 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. Introduction

The proposed project is the construction and operation of a sewer air treatment facility (ATF) near the intersection of Mission Road and Jesse Street (651 South Mission Road) as well as the vacation of Mission Road and Jesse Street adjacent to this location. The ATF is intended to treat foul air resulting from turbulent flow in the existing drop structure, which connects the North Outfall Sewer (NOS) to the Northeast Interceptor Sewer (NEIS) and East Central Interceptor Sewer (ECIS).

B. Location

The ATF ECIS Mission & Jesse project site is located in an industrial area immediately east of downtown Los Angeles and the Los Angeles River, as shown in Figure 1, Project Vicinity Map. The project site is located at 651 South Mission Road, west of the intersection of Jesse Street and Mission Road on a vacant parcel owned by the City of Los Angeles. The site is approximately one-third of an acre, and is located in the Boyle

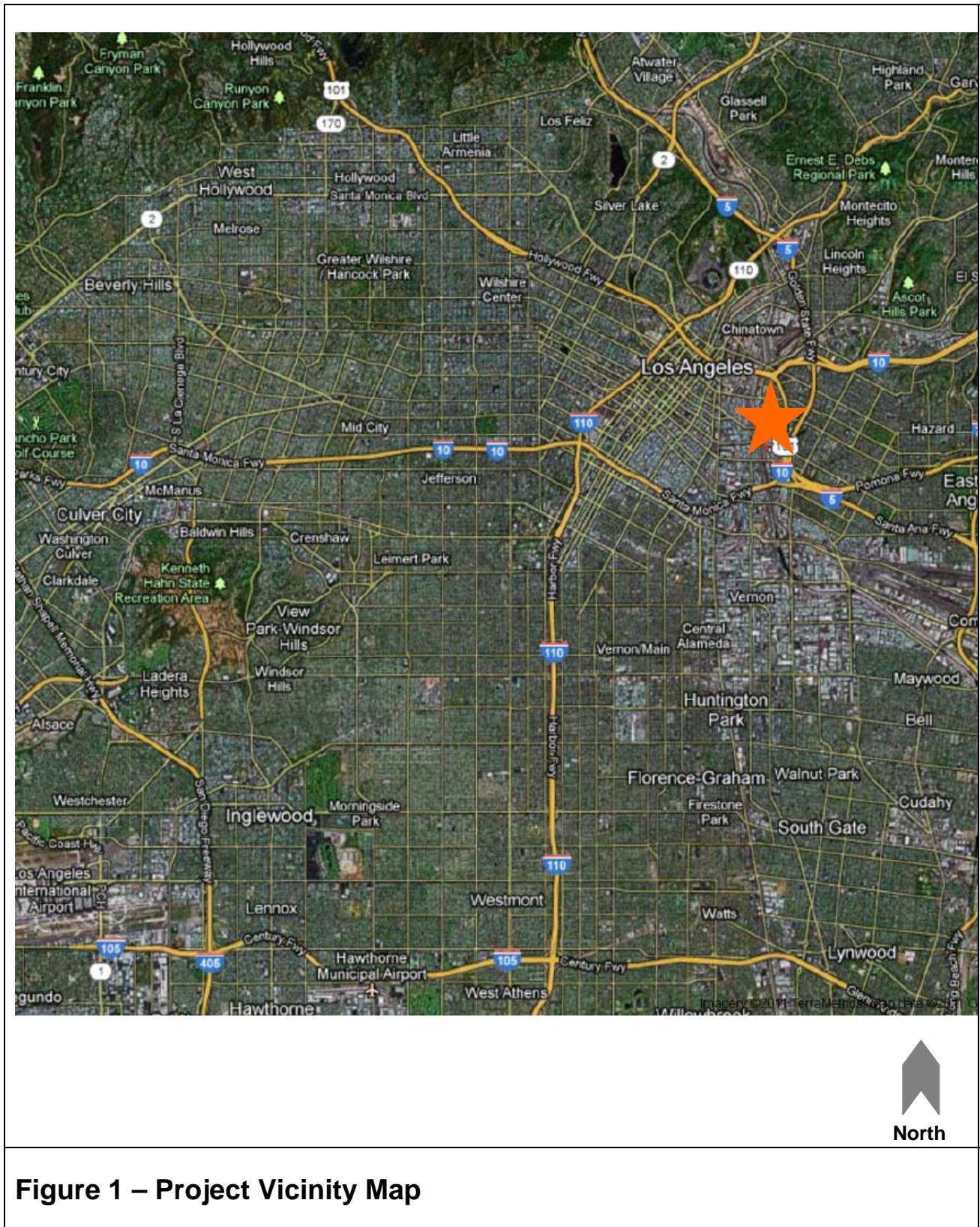


Figure 1 – Project Vicinity Map

Heights Community Planning Area. The two portions of public right-of-way that are proposed to be vacated include Jesse Street west of Mission Road and Mission Road immediately south of Jesse Street. The total square footage of these two street segments is approximately 15,000 square feet (sf).

C. Setting

The ATF ECIS Mission & Jesse project site is located within an industrial and manufacturing area east of downtown Los Angeles and the Los Angeles River. North of the project site is an abandoned rail spur, industrial uses, and the 6th Street Bridge; east of the site is Mission Road, which is proposed to be vacated, and additional manufacturing and industrial buildings; west of the site are several Union Pacific Railroad tracks and the Los Angeles River; south of the site is a four-story industrial/manufacturing building and 7th Street. The industrial area extends from the Los Angeles River on the west to South Clarence Street on the east.

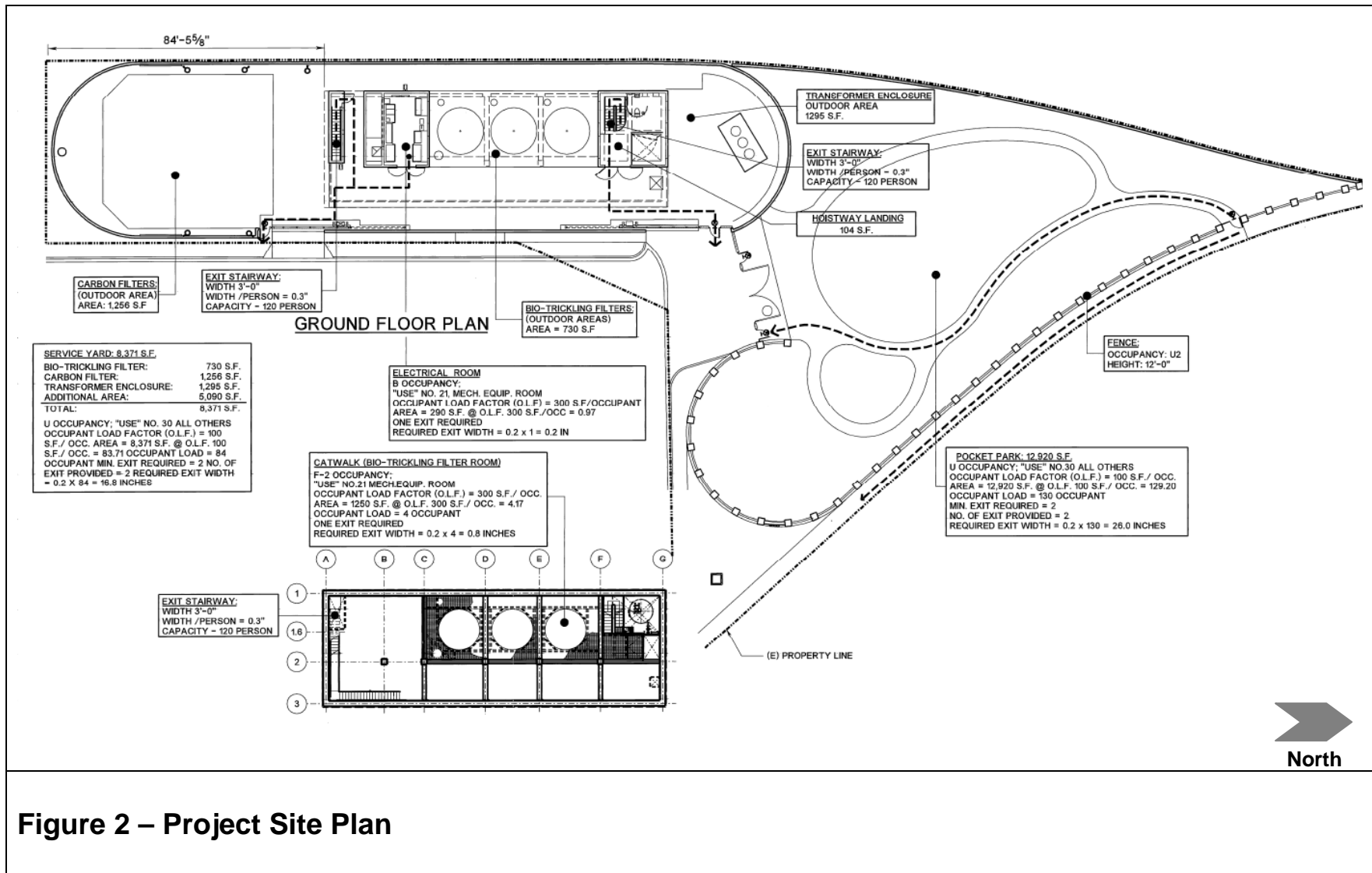
Generally, land use within the project area is comprised of heavy and light industry. The project site itself is vacant and in the recent past was used as a construction staging site for construction of the ECIS. The site and the immediate surrounding area are zoned M2-1, Heavy Manufacturing, with the Union Pacific railroad tracks, located immediately west of the project site, zoned M3-1, Heavy Manufacturing. The project site falls within the East Los Angeles State Enterprise Zone, as well as the Los Angeles River Revitalization Master Plan area, and the Community Redevelopment Agency's Adelante Eastside Redevelopment Project area. The portions of Mission Road and Jesse Street proposed to be vacated are both local streets, bordered on both sides by City of Los Angeles owned property. Additionally, the portion of Mission Road south of the proposed street vacation has already been vacated; therefore this portion of Mission Road is a stub street.

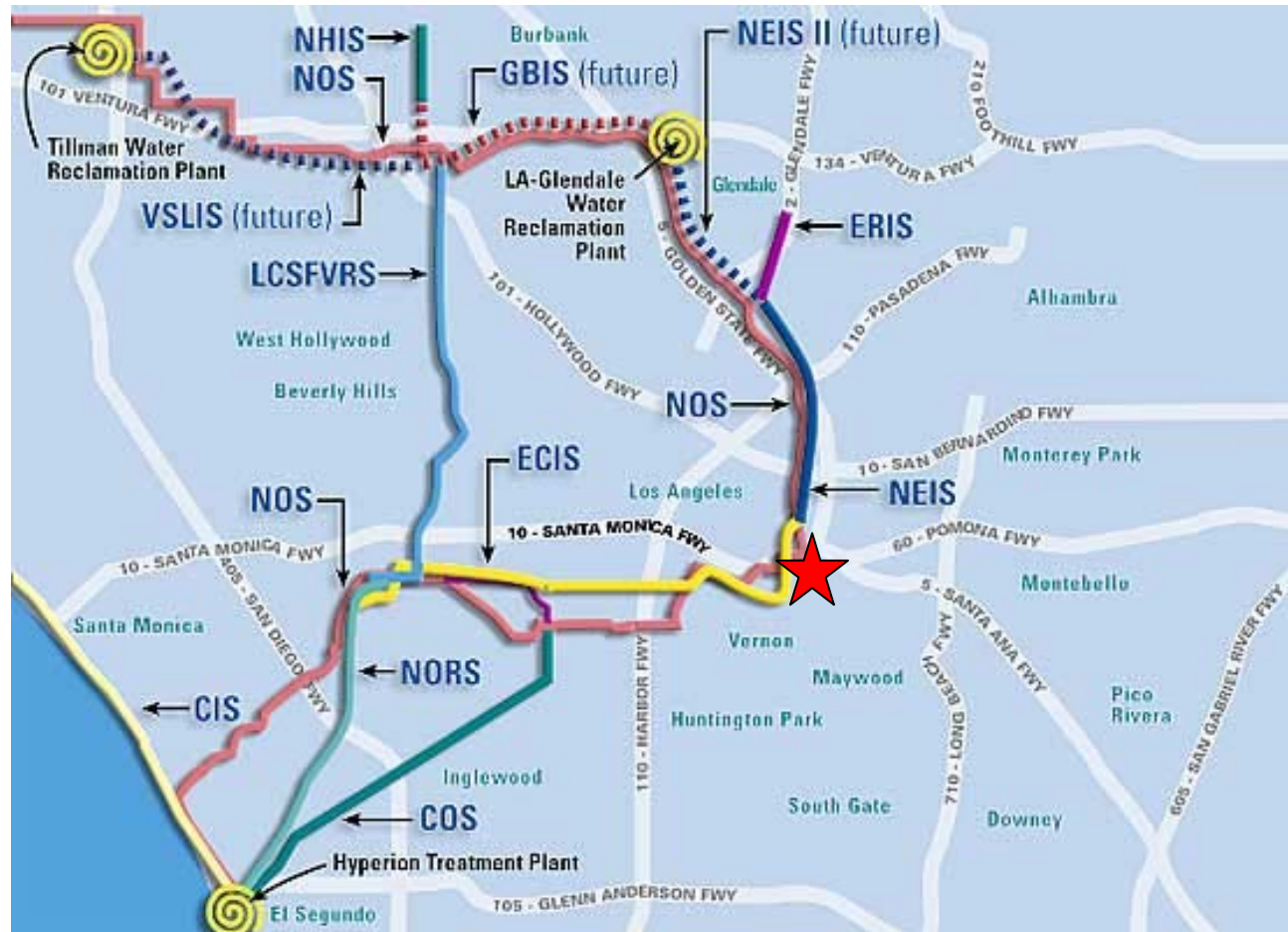
Within the northern portion of the ATF project site is the Mission & Jesse drop structure, as shown in Figure 2, Project Site Plan, which is the eastern terminus of the ECIS. The ECIS was constructed in 2004 to relieve pressure on the existing NOS; the alignment of the ECIS is shown in Figure 3, East Central Interceptor Sewer (ECIS) Alignment.

D. Background

Near the intersection of Mission Road and Jesse Street, wastewater drops approximately 23 feet from the shallower North Outfall Sewer (NOS) to the deeper East Central Interceptor Sewer (ECIS). The turbulence created by this drop releases foul air – more than is normally produced from a smooth-flowing pipe. Unless properly managed, the foul air will escape the sewer system and create nuisance odors. The City proposes to treat and manage the release of this air to prevent nuisance odors.

The City performed a study in 2001 (the ECIS Odor Control Study) to develop process recommendations for ECIS air treatment facilities. The Odor Control Study included a complete liquid and vapor phase odor control technology analysis, demonstration testing, emission testing, site layout evaluations, and lifecycle costs analysis. The study





★ Proposed Air Treatment Facility

Figure 3 – East Central Interceptor Sewer (ECIS) Alignment

recommendations included providing biotrickling filter (BTF) vessels and a biofilter for the first and second stage of the air treatment process.

Subsequent to the release of this study, pilot testing was conducted at Hyperion Treatment Plant on organic and inorganic biofilter media, virgin activated carbon, and “Midas carbon.” Data showed carbon provided better odor removal than any of the biofilter media types. For that reason, the City of Los Angeles has elected to use carbon absorption air treatment as the second stage for the ECIS air treatment facility.

E. Proposed Project

The ECIS was constructed and completed in 2004 to relieve the east-west segment of the North Outfall Sewer from its outlet connection to the North Central Outfall Sewer, which conveys flows from the Baldwin Hills area, to the vicinity of Mission Road and Jesse Street.

The air treatment facility at Mission Road and Jesse Street would treat foul air emitted from the ECIS and would include two-stage treatment, with BTF vessels as the first stage and activated carbon absorption as the second stage. The BTF vessels would remove hydrogen sulfide and some odorous volatile organic compounds (VOCs), while the carbon units would remove the majority of the remaining VOCs and odors. Therefore, to remove the VOCs and odors, the project would include several components. A site plan of the proposed project is shown in Figure 2.

The project would be constructed on approximately one-third of an acre and include three biotrickling filters (BTFs), four carbon units, one 25-foot tall exhaust stack, a fan building, a standby generator, a transformer, and a recirculation pit. These facilities would be located south of the existing Mission & Jesse drop structure located in the most northern area of the site. The discussion of the ATF facilities below follows the air treatment process.

Additionally, separate but related to this project, Mission Road south of Jesse Street and Jesse Street west of its intersection with Mission Road to the north, would be vacated in order to create a larger, contiguous City-owned property thereby allowing potential future use and build-out of the site by the City. Any future development planned on the site, including expansion of the ATF, would be subject to separate environmental review and discretionary approval. The portions of the streets proposed to be vacated are shown in Figure 4 – Proposed Street Vacations.

Degreaser

A degreaser (grease trap) would be provided within the conveyance system in front of the BTFs to remove oil, grease, and other particles that may have become airborne from the sewer. Air would then pass to the BTFs.

Biotrickling Filters

Three BTFs would be located in the center of the ATF, as shown in Figure 2, and would utilize biological processes to treat foul air. Two stages of inorganic media would be

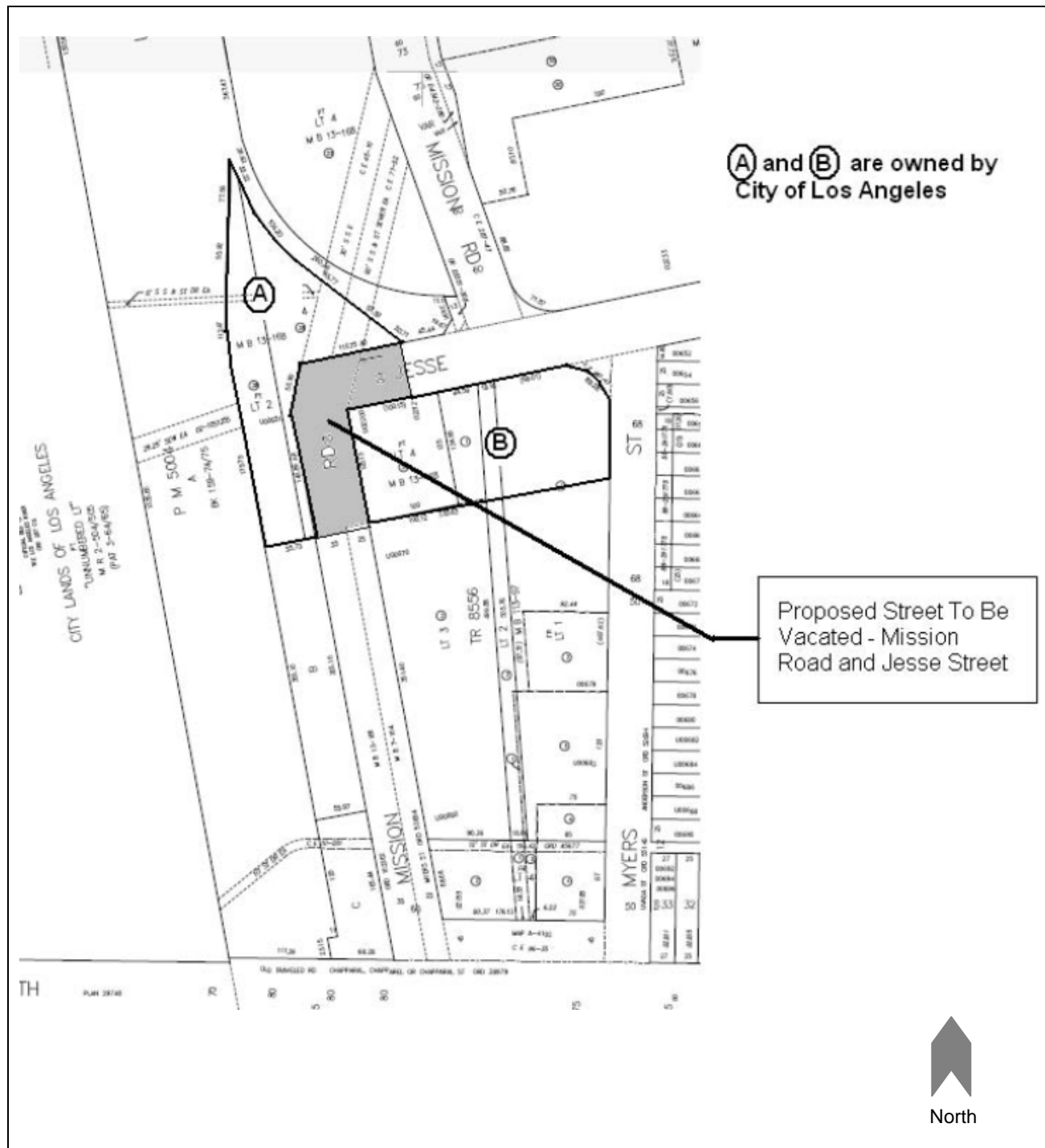


Figure 4 – Proposed Street Vacations

contained within the vessel. Nutrient-rich water would be passed over both stages of media to facilitate and sustain bacteria on the media. Foul air would then be introduced at the bottom of the unit and treated biologically as it passes through the media.

Each of the three vessels would be fabricated from corrosion resistant, gel coated fiberglass reinforced plastic (FRP) with an internal PVC lining. Each vessel would contain two synthetic media cassettes and an irrigation system. Foul air would enter the bottom of the vessel, and treated air would exhaust through an exit located at the top of the vessel. The diameter of each of the vessels would be approximately 12.5 feet, and the total height of each vessel, excluding the concrete pad, would be approximately 30.5 feet.

Each vessel would contain two synthetic media cassettes. The media cassettes are designed to provide support for bacteria growth, while being resistant to plugging. Cassettes also include a large surface area, biological and chemical resistance and low pressure drop. Each cassette would hold up to 5 feet of media.

Water would be pumped into each vessel; therefore, piping would be included to deliver potable water and nutrients to the water cabinet and irrigation system. Water would be supplied from the existing 8-inch water line running along Mission Road and Jesse Street.

Demister

The air discharged from the BTFs would be saturated with corrosive water droplets. A demister would be provided to eliminate mist within the conveyance system between the BTFs and the foul air fans. The demister would remove water droplets of 7 microns or larger for protection of the odor control fans.

Odor Control Fans

Fans would be located between the BTF vessels and carbon units to eliminate the need for dehumidification prior to carbon treatment. One fan would be used during operation, while the other fan would serve as a standby unit. The fans would be used as a heat source to reduce the relative humidity in the air stream prior to its entry into the carbon units. Minimizing the amount of vapor would help maximize the life of the carbon media. Removable insulation blankets would be provided for each fan to minimize heat loss to the environment; the blankets would also provide noise reduction.

Carbon Absorption Units

In secondary treatment, carbon units act as a polishing step, removing much of the remaining H₂S, VOCs, and other odorous compounds. The ATF at Mission & Jesse would include a total of four carbon units located in the southern portion of the project site. Each unit would be 12 feet in diameter, 11 feet tall, and contain a single bed of carbon media. The carbon units would initially contain approximately 3 feet of virgin activated carbon, which is primarily used for VOC and odor removal applications. Piping would be included for each unit to convey condensate from the underdrain of each unit to a sump, and ultimately to the Mission & Jesse drop structure where the wastewater would be deposited.

Exhaust Stack

After carbon absorption treatment, the air would be collected and conveyed to a stack, located in the most southern portion of the site, where it would be discharged to the atmosphere. The stack height would be approximately 25 feet above grade.

Security Wall & Landscaping

Given the industrial nature of the project area, the BTF vessels would not be enclosed within a building. However, the facility would be screened site with a security wall and landscaping. Additionally, nighttime security lighting would be included at the site. A landscape consultant will provide a site-specific landscape design to be implemented following project construction.

Street Vacation

Separate but related to this project, approximately 15,000 sf of public roadway would be vacated. These roadways, both classified as Local Streets, per the Boyle Heights Community Plan, include Jesse Street west of its intersection with Mission Road to the north, and Mission Road south of Jesse Street. The portion of Mission Road south of the proposed street vacation has already been vacated; therefore, the segment of Mission Road proposed to be vacated is a stub road providing no through access. Vacating these streets would provide one larger, contiguous City-owned property that may be developed in the future. Future development of the larger property, including expansion of the ATF, would be subject to its own environmental review and discretionary approval.

F. Project Construction

The project site is an irregularly shaped, one-third of an acre parcel located at the northwest corner of Jesse Street and Mission Road. The ATF would be located adjacent to the existing Mission & Jesse drop structure on the southern portion of the site. Due to the industrial nature of the site and its surroundings, a BTF building would be constructed. The carbon units would be installed atop concrete pads located approximately five feet below the existing grade of the site, and the BTF vessels would be constructed within the BTF building, which would have a height of approximately 25 feet below existing grade. One small building would be constructed to house the fans and electrical equipment.

Grading and Excavation

Following mobilization, shoring would be installed for excavation and construction of the BTF building, and for the carbon filter area consistent with the recommendations included within the geotechnical evaluation prepared for the proposed project. Currently the site is relatively flat, and the project, when implemented, would be mostly below grade. Grading would consist primarily of excavating the shored areas and last approximately 8 weeks and require the use of excavation equipment. During this phase of project construction, approximately 15 construction workers would be at the site at any given point in time.

Utility Connections

Following the completion of site grading, yard work, trenching and the installation of utilities would be completed.

Potable Water

Potable water would be provided to the site by the existing 8-inch potable water line that runs along Mission Road and Jesse Street. A backwater prevention device would be included onsite. Permission to connect to this line would be required by Los Angeles Department of Water and Power (LADWP).

Sanitary Sewer

Process drain water would be conveyed back to the Mission & Jesse sewer drop structure, located immediately adjacent to the ATF site. Wastewater from the proposed restroom facility would be conveyed to a local sanitary sewer, most likely the existing 10-inch vitrified clay pipe sanitary sewer that runs along Mission Road.

Electrical

Electricity connection would be required to power the BTFs, fans, and ancillary equipment. Permission from LADWP would be required to connect to the existing power system.

Telephone

A telephone line is required for process monitoring and control. An existing overhead telephone line runs along the westerly side of Mission Road and could provide service to the project.

Facilities Construction

With the completion of utility installation, concrete slabs on grade would be poured for the BFT vessel area and the carbon unit area. Following the pouring of the slabs, the BFT vessels and carbon units would be installed, architectural finishings would be completed, and site start-up and training would occur. The estimated construction time is approximately two years, from start to finish.

G. Operation and Maintenance

Upon completion of construction, the ATF will operate continuously and would require periodic check-in and maintenance by City staff. A diesel-powered 80 kW emergency generator would be located at the project site to allow air treatment to continue in the event that power is cut off to the site and the ATF.

I. Project Actions and Approvals

The proposed project and environmental documentation, including this Initial Study/Mitigated Negative Declaration would require approval by the City of Los Angeles Board of Public Works and City Council. Additional anticipated approvals or permits for the proposed project include, but are not limited to the following:

- City of Los Angeles Department of Building and Safety, building permit.
- City of Los Angeles Department of Transportation Street Vacation approval.

PUBLIC WORKS – BUREAU OF ENGINEERING

- City of Los Angeles Fire Department, fire safety and hazardous materials compliance.
- City of Los Angeles, Cultural Affairs Commission, architectural approval.
- South Coast Air Quality Management District, air permit under Rule 201-Permit to Construct and Rule 203-Permit to Operate.

The analysis in this document assumes that, unless otherwise stated, the proposed project would be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and Bureau of Engineering *Standard Plans*). Construction would follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications For Public Works Construction [AKA "The Brown Book," formerly Standard Plan S-610]).

III. EXISTING ENVIRONMENT

The proposed ATF site is located approximately two miles east of downtown Los Angeles in the Boyle Heights Community Plan Area and Council District 14 area of the City of Los Angeles. The project site is located in an industrial area immediately east of the Los Angeles River at the intersection of Mission Road and Jesse Street. In the northwestern portion of the project site is a drop structure for the ECIS; the ATF would be constructed in the remaining portion of the site. Separating the project site from the Los Angeles River are four Union Pacific Railroad tracks.

The ATF project site is approximately one-third of an acre in size, and is zoned M2-1, Manufacturing/Industrial. The site is vacant, and is situated in an entirely industrial area generally bound by 1st Street to the north, the East Los Angeles Interchange (intersection of Interstate 10, Interstate 5, Highway 101, and State Route 60) to the south, South Clarence Street to the east, and the Los Angeles River to the west. The closest major streets to the project site are Whittier Boulevard to the north and 7th Street to the south. The Boyle Heights Community Plan identifies Whittier Boulevard as a secondary street, 7th Street as a secondary street, Mission Road north of Jesse Street as a collector (south of Jesse Street as a local street), and Jesse Street as a local street. For the proposed street vacation, both segments of Jesse Street and Mission Road are classified as local streets, and Mission Road south of the proposed segment to be vacated has already been vacated.

The ATF and street vacation sites are also located within the East Los Angeles State Enterprise Zone, which is one of three such designated zones in Los Angeles; the intent of enterprise zones is to allow businesses to take advantage of unique state tax credits and deductions with the goal being to stimulate business attraction, growth and increased employment opportunities.

As discussed above, the ATF project site lies immediately east of the Los Angeles River; therefore, because of the site's proximity to the Los Angeles River, the site is included in the Los Angeles River Revitalization Master Plan. The intent of the Los Angeles River Revitalization Master Plan is to improve the general environment of the Los Angeles River by improving natural habitat, water quality, recreation, open space, and economic values. Both near term and longer term improvements are proposed under the Master Plan. Additionally, five opportunity areas are identified; the project site lies within the Downtown Industrial opportunity area.

Additionally, the ATF project site falls within the Community Redevelopment Agency's Adelante Eastside Redevelopment Project area, a 2,200 acre industrial and commercial redevelopment area. The focus for the redevelopment project, which was adopted in March 1999, is the preservation of industrial and commercial uses within the community to promote a stable industrial base to provide jobs for the community as well as enhance existing shopping areas to provide alternative commercial choices for residents.

The California Department of Conservation, California Geological Survey's Seismic Hazard Zonation Program Map indicates that the ATF project and street vacation sites are not within an Alquist- Priolo Earthquake Fault Zone. The nearest active fault to the project area is the Raymond Fault, which is located approximately 5 miles from the ATF site. No active faults are known to cross the project area. The project area is not located within a potentially liquefiable zone nor within a 100-year flood zone.

In the immediate vicinity of the project area, two exploratory borings were drilled to depths of approximately 29.3 meters (96 feet) below the existing ground surface. Fill material consisting primarily of sand with silt was encountered in one boring to a depth of approximately 2.7 meters (9 feet) below the ground surface. Natural materials encountered in the two borings consisted primarily of medium dense to very dense sandy soils with varying percentages of silt and/or clay to depths of approximately 10.1 meters (33 feet). Dense to very dense sands and gravels were encountered between depths of approximately 10.1 meters and 16.1 meters (33 feet to 53 feet). These materials were underlain with very dense sands with varying percentages of silt to the explored depths of approximately 29.3 meters (96 feet).

In the project area, perched groundwater was encountered at depths of approximately 6.0 and 17.7 meters (20 and 58 feet) in the two borings. According to the geotechnical evaluation prepared for the project (2001), groundwater data obtained from the California Division of Mines and Geology indicates that the shallowest reported depth to groundwater in the site area is more than 45 meters (150 feet) below the ground surface.

IV. ENVIRONMENTAL EFFECTS/INITIAL STUDY CHECKLIST

This section documents the screening process used to identify and focus upon environmental impacts that could result from this project. The IS Checklist below follows closely the form prepared by the Governor's Office of Planning and Research and was

used in conjunction with the City's *L.A. CEQA Thresholds Guide* and other sources to screen and focus upon potential environmental impacts resulting from this project. Impacts are separated into the following categories:

- No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A “No Impact” finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of “No Impact” is explained where the finding is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant impacts.
- Less Than Significant After Mitigation. This category applies where the incorporation of mitigation measures would reduce a “Potentially Significant Impact” to a “Less Than Significant Impact.” The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference.
- Potentially Significant Impact. This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required. There are no such impacts for the proposed project.

Sources of information that adequately support these findings are referenced following each question. All sources so referenced are available for review at the offices of the Bureau of Engineering, 1149 South Broadway Suite 600 Los Angeles, California 90015. Please call Nicole Cobleigh at (213) 485-5761 for an appointment.

Issues

Potentially Significant Impact
 Less Than Significant With Mitigation
 Less Than Significant
 No Impact

1. AESTHETICS – Would the project:

- a) Have a substantial adverse effect on a scenic vista?

Reference: L.A. CEQA Thresholds Guide (Sections A.1 and A.2); Boyle Heights Community Plan
 Comment: A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact may occur if the proposed project introduced incompatible visual elements within a field of view containing a scenic vista or substantially altered a view of a scenic vista.

The proposed ATF project and street vacation sites, as well as land uses surrounding the sites, are industrial in character and have views of downtown Los Angeles to the west, views of the 6th Street Bridge to the north, and views of the 7th Street Bridget to the south. Detracting from the views, however, are transmission towers and power lines, railroad tracks, and the overall industrial character of the surrounding area. The Boyle Heights Community Plan does not delineate or designate any specific views as scenic vistas within the project area. However, views of the historic bridges and the downtown skyline are generally recognized as valued views in Los Angeles.

Currently the project site is vacant and the portions of the streets to be vacated are not utilized; south of the project site is a multi-story industrial building, east of the project site are single-story industrial land uses, and north of the project site are single-story industrial land uses. Railroad tracks and the Los Angeles River are located immediately west of the project site. Due to the undeveloped character of the site, views of the bridges and the downtown Los Angeles skyline from surrounding uses are available.

Project implementation would involve the construction of BTF vessels, carbon units, one exhaust stack, and one building housing electrical equipment on the ATF project site. The erection of these uses on the site would not block views from the multi-story industrial building to the south, and would still allow views of the neighboring 6th Street Bridge, 7th Street Bridge and the Downtown Los Angeles skyline from the surrounding industrial land uses. Vacation of Mission Road and Jesse Street would not affect views either. Additionally, these views are not delineated or designated scenic vistas within the project area. Therefore, the proposed project would have less than significant impact on scenic vistas.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Reference: California Scenic Highway Mapping System; L.A. CEQA Thresholds Guide (Sections A.1 and A.2); City of Los Angeles General Plan; Boyle Heights Community Plan
 Comment: 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.

The proposed project is not along or near a designated California Scenic Highway or locally designated scenic highway. In addition, no scenic resources such as trees or rock outcroppings are in the project area. However, the project site and surrounding land uses have views of downtown Los Angeles to the west, views of the 6th Street Bridge to the north, and views of the 7th Street Bridget to the south.

Issues

Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

As described in Section 1(a) above, the project would not obstruct views or introduce buildings or features that would obstruct views of the downtown skyline, the 6th Street Bridge and the 7th Street Bridge. Therefore, project implementation would result in a less than significant impact to any state scenic highway or locally designated scenic highway, and would have less than significant impacts on views of scenic resources.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Reference: L.A. CEQA Thresholds Guide (Sections A.1 and A.2)

Comment: A significant impact may occur if the proposed project introduced incompatible visual elements to the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

The ATF and street vacation project site is with an industrial area in the City of Los Angeles. The site itself is vacant and surrounding land uses are all industrial in nature. As described in Section 1(a) above, the project would not obstruct views or introduce buildings or features that would obstruct views of the downtown skyline, the 6th Street Bridge and the 7th Street Bridge. Therefore, project implementation would result in a less than significant impact to the visual character and quality of the site and its surroundings.

- d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Reference: L.A. CEQA Thresholds Guide (Section A.4)

Comment: 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.

The ATF and street vacation project site is illuminated by adjacent street lights (along South Mission Road) and light sources associated with the surrounding industrial land uses. Project construction would occur during daylight hours and, therefore, would not require nighttime lighting. Upon completion of construction, minimal nighttime operational lighting would be required. Lighting for the project would only consist of security lighting.

Given the industrial character of the project area and the surrounding land uses, introduction of additional nighttime security lighting in the project area would not affect light sensitive uses. As such, no lighting impacts would occur.

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?

Reference: California State Department of Conservation Farmland Mapping and Monitoring Program website (<http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx>); City of Los Angeles General Plan Conservation Element; Zone Information & Map Access System (ZIMAS)

Comment: A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to a non-agricultural use.

No prime or unique farmland, or farmland of statewide importance exists within the project area

Issues

Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

or vicinity. The ATF and street vacation project site is not located on or near any property zoned or otherwise intended for agricultural uses. Therefore, construction and operation of the proposed project would not impact state-designated agricultural land.

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

Reference: California State Department of Conservation Farmland Mapping and Monitoring Program website (<http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx>); City of Los Angeles General Plan Conservation Element, Zone Information & Map Access System (ZIMAS)

Comment: A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use, or indicated under a Williamson Act contract, from agricultural use to a non-agricultural use.

No land on or near the project site is zoned for or contains agricultural uses. As the City of Los Angeles does not participate in the Williamson Act, there are no Williamson Act properties in the City of Los Angeles. Therefore, no impact from project construction and operation would occur.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code Section 4526)?

References: City of Los Angeles General Plan

Comment: A significant impact may occur if the proposed project were to conflict with an existing zoning classification of forest land or timberland, or cause rezoning of an area classified as forest land or timberland.

The proposed ATF project site is zoned M2-1 (Manufacturing/Industrial), and is currently vacant. Surrounding sites are also zoned for manufacturing and industrial. There are no forest land or timberland areas in the vicinity of the project. Therefore, construction and operation of the proposed project would not conflict with the existing zoning or cause rezoning of forest land or timberland resources, and no impact would occur.

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

References: See 2(c) above

Comment: See 2(c) above.

- 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 or conversion of forest land to non-forest use?

Reference: See 2(a) and 2(c) above

Comment: See 2(a) and 2(c) above.

3. AIR QUALITY – Would the project:

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

Reference: L.A. CEQA Thresholds Guide (Sections B1 and B2); South Coast Air Quality Management District, Final 2007 Air Quality Management Plan, June 2007; City of Los Angeles General Plan

Comment: A significant impact may occur if the proposed project would conflict with or obstruct implementation of the applicable air quality plan.

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 Less Than Significant
 No Impact

The ATF and street vacation project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for administering the Air Quality Management Plan (AQMP) for the Basin, which is a comprehensive air pollution control program for attaining state and federal ambient air quality standards. The City has an adopted Air Quality Element that is part of the General Plan. The Air Quality Element contains policies and goals for attaining state and federal air quality standards, while continuing economic growth, and includes implementation strategies for local programs contained in the AQMP. A significant impact would occur if the proposed project is inconsistent with the AQMP or the Air Quality Element of the City's General Plan.

The Final 2007 AQMP describes the SCAQMD's plan to attain the federal fine particulate matter less than or equal to 2.5 microns (μm) in diameter ($\text{PM}_{2.5}$) and 8-hour ozone (O_3) standards. Although the SCAQMD cannot directly regulate mobile source emissions, the Final 2007 AQMP requires the use of cleaner (as compared to "baseline") in-use off-road equipment. In 2007, CARB adopted a regulation to reduce diesel particulate matter and nitrogen oxides (NO_x) emissions from in-use (existing) off-road heavy-duty diesel vehicles. Any construction equipment used to construct the air treatment facility would operate in compliance with state law and would therefore be consistent with the objectives of the Final 2007 AQMP.

The City of Los Angeles adopted an Air Quality Element that is part of the General Plan. Objective 1.3 of the Air Quality Element is to reduce particulate matter emissions from unpaved areas, parking lots, and construction sites. The SCAQMD's Rule 403 contains various control measures that must be implemented on all construction projects under the SCAQMD's jurisdiction. All construction activities would be compliant with Rule 403; therefore, the proposed project would be consistent with the Air Quality Element of the General Plan.

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

Reference: L.A. CEQA Thresholds Guide (Sections B1 and B2); Land Use Emissions Computer Model (California Emissions Estimator Model [CalEEMod], Version 2011.1.1), 2011; South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, 2011; 2011 State Area Designation Maps (<http://www.arb.ca.gov/desig/adm/adm.htm>)

Comment: A significant impact may occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The California Clean Air Act, signed into law in 1988, established the California Ambient Air Quality Standards (CAAQS); all areas of the state are required to achieve and maintain the CAAQS by the earliest practicable date. Regions of the state that have not met one or more of the CAAQS are known as nonattainment areas, while regions that meet the CAAQS are known as attainment areas.

The proposed ATF and street vacation project would be located in the Los Angeles County sub-area of the SCAB. Los Angeles County is designated as a state nonattainment area for ozone (O_3), $\text{PM}_{2.5}$, inhalable particulate matter less than or equal to 10 μm in diameter (PM_{10}), nitrogen dioxide (NO_2), and lead; and an attainment or unclassified area for carbon monoxide (CO), sulfur dioxide (SO_2), sulfates, hydrogen sulfide, and visibility reducing particles.

In determining attainment and maintenance of air quality standards, the SCAQMD has established thresholds of significance for these and other criteria pollutants. A significant impact

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Potentially Significant Impact
 Less Than Significant With Mitigation
 Less Than Significant
 No Impact

would occur if the proposed project results in substantial emissions during construction or operation, which would exceed the established thresholds.

The construction air quality analysis was conducted to determine construction-related emissions using the California Emissions Estimator Model (CalEEMod), Version 2011.1.1 (see Appendix A for results). The analysis assumed that construction would occur over 18 months with a month of mobilization (August 1, 2012 to March 31, 2014), with operations commencing immediately after a one month test period. The major construction phases include mobilization, shoring and trenching, and building construction. Installation of piping, wiring, and equipment were assumed to occur in conjunction with other phases. Approximately 4,000 cubic yards (cy) of soil would be exported and 1,500 cy of concrete would be imported, resulting in 600 one-way truck trips during the shoring and trenching phase. A 3,675 square feet (sq ft) building would be erected in a 30,000 sq ft parcel. In accordance with SCAQMD Rule 403, fugitive dust during construction would be controlled by watering the site twice daily.

Long-term operational emissions would consist of vehicle emissions from a worker visiting the site daily, emissions from operation and maintenance of the building, volatile organic compound (VOC) emissions from air treatment equipment operation, and the use of an 80 kilowatt (kW) diesel emergency generator. It was assumed that the emergency generator would operate a maximum of 24 hours per day and 200 hours per year, in accordance with SCAQMD Rule 1110.2.

A summary of the emissions analysis is provided in Table 1 below.

Table 1: Project Construction & Operation Emissions						
	VOC	NOx	CO	SO2	PM10	PM2.5
Construction Emissions	6	50	29	<1	31	3
SCAQMD Construction Thresholds (lbs/day)	75	100	550	150	150	55
Significant Impact?	NO	NO	NO	NO	NO	NO
Operational Emissions	13	3	24	<1	1	<1
SCAQMD Operations Thresholds (lbs/day)	55	55	550	150	150	55
Significant Impact?	NO	NO	NO	NO	NO	NO

Results of the analysis indicate that project-related construction and operations would not exceed the established SCAQMD thresholds for criteria pollutants. As such, the proposed ATF and street vacation project construction and operation would not result in a violation of air quality standards or substantially contribute to existing or projected air quality violations; therefore, the impact would be less than significant.

- 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)?

Reference: L.A. CEQA Thresholds Guide (Sections B1 and B2); 2011 State Area Designation Maps (<http://www.arb.ca.gov/desig/adm/adm.htm>); Land Use Emissions Computer Model

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(CalEEMod 2011.1.1), 2011

Comment: A significant impact would occur if the proposed project's incremental air quality effects are considerable when viewed in connection with the effects of past, present, and future projects.

As discussed in 3(b) above, emissions would not exceed established thresholds for criteria pollutants during construction and operation and would not cause or contribute to local or regional air quality impacts. Therefore, net increases of emissions generated temporarily by construction or long-term by operation are not considered to substantially exacerbate a violation of air quality standards or significantly contribute to a cumulative air quality impact when combined with the effects of other projects. The impact would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Reference: L.A. CEQA Thresholds Guide (Sections B1, B2, and B3); SCAQMD Air Permit Application Health Risk Assessment, Mission & Jesse Air Treatment Facility, July 2011

Comment: A significant impact may occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors include residences, board and care facilities, schools, playgrounds, hospitals, parks, child care centers, and outdoor athletic facilities.

Since the ATF would have the potential to emit/control air pollutants, an air permit is required by the SCAQMD under Rule 201 – Permit to Construct and Rule 203 – Permit to Operate. The permitting process mandates compliance with public health requirements set forth in SCAQMD Rule 1401 – New Source Review of Toxic Air Contaminants. As such, a Health Risk Assessment (HRA) was prepared for the proposed project, in which emissions of a number of toxic air contaminants (TACs) were analyzed.

Rule 1401 requires the maximum individual cancer risk (MICR) values for all TACs emitted from a new or modified permit unit to be less than one in a million unless best available control technology for toxics (T-BACT) is installed. If T-BACT is installed, then Rule 1401 allows the MICR threshold to be increased to ten in a million. Additionally, the chronic hazard index for non-carcinogenic chronic TACs and the acute hazard index for acute TACs must both be less than 1.0. Based on the analysis completed in the HRA, the estimated cancer risk would be below the required ten in one million cancer risk threshold mandated in the SCAQMD's CEQA thresholds of significance as well as the 1.0 hazard index for non-carcinogenic chronic and acute impacts. However, the estimated maximum individual cancer risk (MICR) is above the one in a million cancer risk threshold under in SCAQMD Rule 1401 for equipment installed without T-BACT. Therefore, under SCAQMD regulations, the ATF would comply with the MICR requirements, provided T-BACT is used. The ATF would incorporate the use of a carbon filtration system, which represents T-BACT based on discussions with SCAQMD staff.

Since the model-predicted MICRs are above one in a million, cancer burden calculations, per SCAQMD Rule 1401, must be performed. Cancer burden is a theoretical estimate of the increased number of cancer cases in a population exposed to a risk of greater than or equal to one in a million. The cancer burden for a given population is the product of the number of persons in the population and the estimated individual risk from TACs. The results of the cancer burden calculations demonstrate that the operation of the ATF would be below the SCAQMD cancer burden threshold of no more than a 0.5 increase in cancer cases in the given population.

According to the HRA, based on discussions with SCAQMD permitting staff, use of the carbon

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Less Than Significant With Mitigation
Less Than Significant
No Impact

absorption is considered T-BACT and the project carcinogenic and non-carcinogenic health risk impacts comply with SCAQMD Regulation 1401 – New Source Review of Toxic Air Contaminants; impacts would be less than significant.

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

Reference: L.A. CEQA Thresholds Guide (Sections B1 and B2)

Comment: A significant impact would occur if the project created objectionable odors during construction or operation that would affect a substantial number of people.

The purpose of the proposed project is to construct and operate an ATF to remove objectionable odors currently created by the Mission & Jesse drop structure from the sewer system. Treatment of these odors in the BFT vessels and carbon units would eliminate the majority of the objectionable odors currently present at the site. As such, the proposed project would not create new odors but would instead remove existing odors in the project area. No impacts would occur.

4. BIOLOGICAL RESOURCES – Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Reference: L.A. CEQA Thresholds Guide (Section C); City of Los Angeles General Plan, Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007

Comment: A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited.

The proposed ATF and street vacation project site is located in a heavily urbanized and industrial area just east of the Los Angeles River and the adjacent Union Pacific Railroad tracks. The site is vacant and surrounded by development with manufacturing/light industrial uses. Presently crushed concrete and debris exist on the ATF project site. Plant species in the vicinity of the project site include one tree, a European hackberry (*Celtis australis L.*), which is not native to California, a shrub, and weeds. No trees or vegetation exist on the roadway segments proposed for street vacation.

The Los Angeles River is located west of the ATF project site; however, Union Pacific Railroad tracks separate the project site from the river. The river channel is concrete lined, several hundred feet across and more than 50 feet deep. Although the River has year-round flows, fed by urban runoff and treated wastewater, the portion of the river immediately adjacent to the project site does not contain any federally designated critical habitat, and in this location does not support any federal listed proposed, threatened, or endangered species.

As discussed above, one non-native tree exists on the ATF project site. Protected trees within the City of Los Angeles include Bay, Oak, Sycamore, and Walnut trees; the tree, a European hackberry, does not qualify as a protected tree within the City. Additionally, the ATF project site is disturbed and the adjacent river bed is concrete and channelized, and not conducive to supporting either plant or animal species. The site lacks the minimum characteristics and conditions necessary to support any sensitive or protected plant or animal species that may occur within the project region.

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Less Than Significant With Mitigation
Less Than Significant
No Impact

The ATF and street vacation project site does not contain or support federal- or state-listed plant or animal species and therefore no impacts associated with construction and operation of the proposed project would occur.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- Reference: See 4(a) above
Comment: See 4(a) above.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- Reference: City of Los Angeles General Plan; L.A. CEQA Thresholds Guide (Section C); Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007
Comment: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed.

The ATF and street vacation project site is within an industrial and developed area and, as a result, does not contain or support jurisdictional wetlands. Therefore no impacts associated with construction and operation of the proposed project would occur.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- Reference: L.A. CEQA Thresholds Guide (Section C); Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007
Comment: A significant impact may occur if the proposed project interfered or removed access to a migratory wildlife corridor or impeded the use of native wildlife nursery sites.

The project area is within an urban and industrial setting, and the ATF and street vacation project site is located east of the Los Angeles River. On the project site itself, there are no native resident or migratory fish, wildlife species, wildlife corridors, nor native wildlife nursery site located on or in the vicinity of the project site. However, project implementation would require the removal of one tree, a European hackberry (*Celtis australis L.*), which is not native to California, on the project site, located in the southwestern portion of this site. There is the potential that this tree provides habitat suitable for nesting by migratory birds. Mitigation Measure BIO-1 is required as follows:

Mitigation Measure BIO-1: A nesting bird survey shall be performed for the European hackberry (*Celtis australis L.*) tree prior to initiating any construction activities that have the potential to disturb and/or remove the tree during the nesting bird season.

Project construction and operation would not affect biological resources in the Los Angeles River. The site is separated from the river by the existing Union Pacific Railroad tracks. Wastewater and runoff from the project site would be directed towards City sewers and storm

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Less Than Significant With Mitigation
Less Than Significant
No Impact

drains and would not directly drain to the river. Therefore, with implementation of Mitigation Measure BIO-1, all potentially significant biological resources impacts would be reduced to a less than significant level.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Reference: L.A. CEQA Thresholds Guide (Section C); City of Los Angeles General Plan; Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007

Comment: A significant impact may occur if the proposed project would cause an impact that was inconsistent with local regulations pertaining to biological resources.

One tree exists on the ATF and street vacation project site, a European hackberry (*Celtis australis L.*), which is not native to California. There are no protected biological resources on or in the vicinity of the project site. Therefore, implementation of the project would not impact any protected trees or resources and, therefore, no impact is would occur.

- 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?

Reference: City of Los Angeles General Plan; L.A. CEQA Thresholds Guide (Section C); Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007

Comment: A significant impact may occur if the proposed project would be inconsistent with the provisions of the adopted habitat conservation plans of the cited type.

The proposed ATF and street vacation project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5. CULTURAL RESOURCES – Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?

Reference: L.A. CEQA Thresholds Guide (Section D.3); NavigateLA (2011)

Comment: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a historical resource.

Project construction is not anticipated to affect historical resources. No known or listed historic resources exist on or adjacent to the ATF and street vacation project site. As such no historic resource impacts would occur.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?

Reference: L.A. CEQA Thresholds Guide (Section D.3)

Comment: 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.

Project construction activities are expected to affect the top 5 feet of soil at the project site. No known or listed archaeological resources exist and the ATF and street vacation project site, and the site has been previously disturbed during installation of the Mission and Jesse drop structure. Given the shallow construction planned at the site and the fact that the site has been previously

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Less Than Significant With Mitigation
Less Than Significant
No Impact

disturbed without any archaeological resources being unearthed, project construction is not anticipated to affect archaeological resources. However, in the unlikely event that archaeological resources are discovered during project construction, all work in the immediate vicinity of the discovery shall be suspended until the discovery is assessed by a qualified archaeological monitor working under the direct supervision of a Principal Investigator or Project Manager certified by the Register of Professional Archaeologists (qualifications derived from 36 CFR Part 61) and appropriate treatment is determined. As such, impacts to archaeological resources would be less than significant.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Reference: L.A. CEQA Thresholds Guide (Section D.1); Standard Specification for Public Works Construction (“Greenbook”)

Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb unique paleontological resources or unique geologic features.

Project construction activities are expected to affect the top 5 feet of soil at the ATF and street vacation project site. No known or listed paleontological resources exist and the project site, and the site has been previously disturbed during installation of the Mission and Jesse drop structure. Given the shallow construction planned at the site and the fact that the site has been previously disturbed without any paleontological resources being unearthed, project construction is not anticipated to affect paleontological resources. However, in the unlikely event paleontological resources are discovered during project construction, standard specifications for Public Works require that all work shall cease within the vicinity of the find until the paleontological resources are properly assessed and subsequent recommendations are determined by a qualified paleontologist. Therefore, potential impacts to paleontological resources during construction activities associated with the project would be less than significant. No impact is anticipated from the operation of the proposed project.

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

Reference: L.A. CEQA Thresholds Guide (Section D.2); Standard Specification for Public Works Construction (“Greenbook”)

Comment: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb interred human remains.

No known burial sites are located within or adjacent to the ATF and street vacation project site. The project site has been previously disturbed; however, it is still possible that human remains exist in the subsurface. In the event that an unknown burial site or human remains are found during excavation, in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found during construction activities, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are or believed to be Native American, s/he shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with Section 5097.98 of the California Public Resources Code, the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native

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Less Than Significant
No Impact

American representative would then determine, in consultation with the property owner, the disposition of the human remains.

Therefore, potential impacts to any unknown burial site or human remains being encountered during construction activities associated with the project would be less than significant. No impact is anticipated from the operation of the proposed project.

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?

Reference: L.A. CEQA Thresholds Guide (Section E.1); Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001); California Department of Conservation Publication 42

Comment: 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.

The ATF and street vacation project site is not located within a State of California Earthquake Fault Zone/Alquist-Priolo Special Study Zone. The project site is located in Southern California, a seismically active area; however the closest known active fault to the site is the Raymond Fault, which is approximately 5 miles from the site.

Therefore, construction and operation of the project would not expose people or structures to potential adverse effects from the rupture of a known earthquake fault; and the impact is not anticipated to be significant.

ii) Strong seismic ground shaking?

Reference: L.A. CEQA Thresholds Guide (Section E.1); Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001); California Department of Conservation Publication 42

Comment: 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.

As with most locations in southern California, the ATF and street vacation project site is susceptible to ground shaking emanating from causative faults during an earthquake. As indicated in 6(a)(i) above, the project site is not located within an Alquist-Priolo Special Study Zone, and thus the potential for hazards associated with strong seismic ground-shaking such as ground surface rupture affecting the site is considered low. Known regional faults that could produce significant ground shaking at the project site include the Santa Monica, Newport-Inglewood, Malibu Coast, Palos Verdes, Hollywood, and Puente Hills Blind Thrust Faults, among others. The closest of these are the Elysian Park and Newport-Inglewood faults. Seismic activity along any of the above-mentioned faults could affect the proposed project, and is considered during the design of proposed structures.

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Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

The ATF project site is currently vacant and the segments of roadway proposed for street vacation are not utilized. Construction of the project would take the seismic conditions of the region and the site itself into consideration, as discussed in the geotechnical evaluation prepared for the project. The design of the project would address ground shaking concerns, as such the construction and operation of the project would have no impact related to exposing people or structures to strong seismic ground shaking.

- iii) Seismic-related ground failure, including liquefaction?

Reference: L.A. CEQA Thresholds Guide (Section E.1); General Plan Safety Element; California Department of Conservation Publication 42; Los Angeles, California; Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001)

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.

Liquefaction typically occurs when near-surface (usually upper 50 feet) saturated, clean, fine-grained loose sands are subject to intense ground shaking. According to the geotechnical evaluation prepared for the project, the ATF and street vacation site is not located within a potentially liquefiable zone (as mapped by the California Division of Mines and Geology). As such, the construction and operation of the project would have a less than significant impact related to liquefaction.

- iv) Landslides?

Reference: L.A. CEQA Thresholds Guide (Section E.1); City of Los Angeles General Plan (Landslide Inventory and Hillside Areas in the City of Los Angeles Map); Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001); California Department of Conservation Publication 42

Comment: A significant impact may occur if the proposed project would be located in an area identified as having a high risk of landslides and appropriate design measures required within such designated areas were not incorporated into the project.

The ATF and street vacation project is located in an area that is relatively flat and is not identified as a potential landslide hazard area by the California Department of Mines and Geology. Therefore, construction and operation of the proposed project would not expose people or structures to potential adverse effects from landslides and no impact is anticipated.

- b) Result in substantial soil erosion or the loss of topsoil?

Reference: L.A. CEQA Thresholds Guide (Section E.2)

Comment: 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.

Construction of the proposed ATF and street vacation project would include ground-disturbing activities, including excavation, trenching, grading, and landscaping. These activities could result in the potential for erosion to occur at the proposed project site, though soil exposure would be temporary and short-term in nature. In accordance with standard specifications for public works construction and building code requirements, the proposed project would require implementation of a Storm Water Pollution Prevention Plan (SWPPP) for erosion and sedimentation control. Construction BMPs would also be undertaken to control runoff and erosion from any earthmoving

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Potentially Significant Impact
Less Than Significant Mitigation
Less Than Significant
No Impact

activities that would occur. Implementation of such control measures would prevent substantial soil erosion or the loss of topsoil from exposed soils. After site clearance, excavation and grading activities, building construction and equipment installation would occur. No large areas of exposed soil would exist that would be exposed to the effects of erosion by wind or water. As such, construction or operation the project would have less than significant impacts related to erosion and loss of topsoil.

- 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?

Reference: L.A. CEQA Thresholds Guide (Section C1); Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001)

Comment: A significant impact may occur if the proposed project was built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.

A subsurface evaluation was performed at the site in October 2001 and consisted of drilling two borings. The geotechnical evaluation prepared for the project indicates the site consists of fill material consisting primarily of sand with silt to a depth of approximately 2.7 meters (9 feet) below the ground surface. Natural materials encountered in the two borings consisted primarily of medium density to very dense sandy soils with varying percentages of silt and/or clay to depths of approximately 10.1 meters (33 feet). Dense to very dense sands and gravels were encountered between depths of approximately 10.1 meters and 16.1 meters (33 feet to 53 feet). These materials were underlain with very dense sands with varying percentages of silt to the explored depths of approximately 29.3 meters (96 feet).

Based on the two borings, fill materials and shallow unsuitable natural soils may exist at the site. According to the geotechnical evaluation, the site is suitable for the construction of the Odor Control Facility; however, the site would require grading for support of the near surface biofilter. The biotrickling filter building can be founded on undisturbed natural soils at a depth of 4.3 meters (14 feet) or more below ground surface. Support of the biofilter will require a 1.5 meter (5 foot) minimum removal of any existing fill materials and unsuitable natural soils.

The ATF and street vacation site would not be susceptible to landslide given the flat condition of the site and its surroundings. Nor would the site be subject to lateral spreading, liquefaction or collapse, according to the geotechnical evaluation. Grading the upper 1.5 meters (5 feet) of the material beneath the biofilter foundation and replacing this with properly compacted fill material would avoid any seismic settlement or subsidence potential. As such, construction and operation of the project would have less than significant impacts related to soil instability.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Reference: Uniform Building Code; Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001)

Comment: A significant impact may occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a risk to life and property.

Expansion Index (EI) presented below in Table 2 is used to measure a basic index property of soil and therefore, the EI is comparable to other indices such as the liquid limit, plastic limit, and

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Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

plasticity index of soils. The classification of a potentially expansive soil is based on the following table:

Table 2: Classification of Expansive Soils	
Expansion Index	Expansion Potential
0-20	Very Low
21-50	Low
51-90	Medium
91-130	High
>130	Very High

Based on the findings within the geotechnical evaluation for the proposed project, unsuitable fill materials and shallow natural soils may be encountered at the ATF and street vacation site. The site is considered suitable for the construction of the ATF, however, the site would require grading for support of the near surface biofilter. Mat foundations may be used for support of the structures. The biotrickling filter building can be founded on undisturbed natural soils. Support of the biofilter will require a 1.5 meter (5-foot) minimum removal of any existing fill materials and unsuitable natural soils.

Therefore, the any import material used for backfill should consist of clean, non-expansive material that conforms with the latest edition of the “Greenbook” Standard Specifications for Public Works Construction for structure backfill. Non-expansive soil has an EI of 20 or less. Therefore, the soils at the site would have a very low potential to be expansive; construction and operation of the project would have less than significant impacts related to soil expansion.

- 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?

Reference: None applicable

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 were proposed.

Construction and operation of the proposed ATF and street vacation project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact associated with construction and operation of the proposed project would occur.

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?

Reference: SCAQMD. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008; Land Use Emissions Computer Model (California Emissions Estimator Model [CalEEMod], Version 2011.1.1), 2011

Comment: SCAQMD developed a recommended interim threshold for assessing the significance of potential GHG emissions that uses a tiered approach to determining significance. The preferred significance threshold for GHG emissions from an industrial project is less than 10,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year, which includes construction emissions amortized over the lifetime of the project (default is 30 years) and then added to operational

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Potentially Significant Impact
 Less Than Significant With Mitigation
 Less Than Significant
 No Impact

GHG emissions. The SCAQMD also proposed a screening level for significance for residential/commercial projects of 3,000 MTCO₂e per year, which also includes construction emissions amortized over 30 years and then added to operational GHG emissions to determine total project GHG emissions. On December 5, 2008, the SCAQMD Board adopted the industrial source threshold of 10,000 MTCO₂e per year, but did not vote on the residential/commercial threshold because SCAQMD staff needed additional time to complete analysis on the threshold.

While the proposed ATF and street vacation project is the construction of an air treatment facility and is not an industrial or residential/commercial project, in the absence of more applicable thresholds, the SCAQMD's recommended threshold of 10,000 MTCO₂e provides a benchmark for comparison purposes to assess the project's relative contribution of GHG emissions.

Construction and operational emissions were calculated using CalEEMod Version 2011.1.1 with the same assumptions used for the air quality analysis (see Section 3). Total construction emissions were estimated to be 534 MTCO₂e (Appendix A) over the 18-month construction period. Emissions from the operation and maintenance of the ATF would be approximately 120 MTCO₂e per year. Using the method discussed above, the total project emissions would be 138 MTCO₂e per year, approximately one percent of SCAQMD's recommended threshold of 10,000 MTCO₂e for industrial projects

As described above, while SCAQMD's 10,000 MTCO₂e threshold would not apply to the proposed project, it is presented here as benchmark for comparison purposes to demonstrate that the proposed project would not result in substantial amounts of GHG emissions that could potentially have a significant impact on the environment. Therefore, emissions of GHG associated with the construction and operation of the proposed ATF and street vacation project are anticipated to be less than significant.

- b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?
- Reference: California Air Resources Board, The California Global Warming Solutions Act of 2006 (AB32), 2006
- Comment: A significant impact may occur if the proposed project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

As described below, several initiatives, plans, policies, and regulations have been adopted at the state and local level related to reducing GHG emissions. In general, California's goals and strategies for the systematic statewide reduction of GHG emissions are embodied in the combination of Executive Order S-3-05 and Assembly Bill (AB) 32, which call for the following reductions of GHG emissions:

- ◆ 2000 levels by 2010 (11 percent below business-as-usual)
- ◆ 1990 levels by 2020 (25 percent below business-as-usual)
- ◆ 80 percent below 1990 levels by 2050

As discussed in 7(a), GHG emissions associated with construction and operation of the proposed ATF and street vacation project would not be substantial, and would be well below SCAQMD's significance criteria. The significance criteria established by the SCAQMD is sufficient to capture projects that represent approximately 90 percent of GHG emissions from new sources. In other words, 90 percent of total emissions from all stationary sources would be captured by this threshold. SCAQMD staff indicated that this threshold would be sufficient to

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Potentially Significant Impact
 Less Than Significant With Mitigation
 Less Than Significant
 No Impact

prevent new development from substantially hindering progress towards achieving the goals of Executive Order S-3-05. GHG emissions would not conflict with AB 32 or S-3-05 and would be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Reference: L.A. CEQA Thresholds Guide (Sections F.1 & F.2); ECIS/NEIS/NCOS/NORS Air Treatment Facilities Design Memorandum, September 2004; Methane Report, Proposed Air Treatment Facility, March 2005

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

Construction

The ATF project site is currently undeveloped, and the two street segments proposed for street vacation are not utilized. Construction would involve minimal excavation and grading to level the site, followed by excavation for running pipes and electrical conduits to and under the planned structures. Following installation of pipes and conduit, the concrete equipment pad/slab would be poured and equipment would be installed. Once the structures are completed, the architectural finishing phase would begin, which includes painting, paving and landscaping. The estimated time to complete this construction is approximately one year.

Given that the project site does not contain any hazardous materials on site and that construction activities would not involve the use of hazardous materials, project construction would not generate a risk to the public or the environment through the transport or use of hazardous materials. Additionally, according to the Methane Report prepared for the project site (2005), methane was not detected at shallow depths and measured methane concentrations in the on-site deep soil gas probes were low enough that no methane mitigation is required. Impacts would be less than significant.

Operation

During operation of the ATF, a biological process would be used to remove hydrogen sulfide (H₂S) from the air through biotrickling filters in vessels that are approximately 12.5 feet in diameter and 30.5 feet tall. Bacteria would exist within each vessel on media cassettes designed to support bacteria growth with intermittent irrigation using potable water.

Water discharge with a pH of 2 or less to a public wastewater collection system is prohibited due to its classification as a hazardous waste. Additionally, the City of Los Angeles Industrial Discharge Ordinance prohibits discharges with a pH of less than 5.5. However, the ATFs have been deemed as part of the collection system by the City, discharge into the City’s collection system with a pH greater than 2 is acceptable. As such, discharge with a pH of at least 2 will be maintained at all times.

Additionally, one 264-gallon nutrient tank would be permanently located on site. This tank would hold the biological material used in the air treatment process. The tank would be sealed and the bacteria inside, if in the unlikely event that it is exposed to the air, would not result in risks to human health & safety. Additionally, as discussed above, according to the Methane Report prepared for the project site (2005), methane was not detected at shallow depths and measured methane concentrations in the on-site deep soil gas probes were low enough that no methane mitigation is required. As such, impacts would be less than significant.

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Potentially Significant Impact Less Than Significant With Mitigation Less Than Significant No Impact

- 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?

Reference: L.A. CEQA Thresholds Guide (Sections F1 and F.2); California Code of Regulations, Title 8, Sections 1529 and 1532.1, available at <http://www.dir.ca.gov/title8/1529.html> and http://www.dir.ca.gov/title8/1532_1.html respectively; SCAQMD Rule 1403 (www.aqmd.gov/rules/reg/reg14/r1403.pdf); ECIS/NEIS/NCOS/NORS Air Treatment Facilities Design Memorandum, September 2004; Phase 1 Environmental Site Assessment, North Outfall Sewer – East Central Interceptor Sewer, March 27, 2000; Geotechnical and Hazardous Materials Investigation, East Central Interceptor Sewer Project, January 31, 2000; Geotechnical and Hazardous Materials Investigation East Central Interceptor Sewer Project, Addendum No. 2, May 8, 2000; East Central Interceptor Sewer Addendum to the Geotechnical Data Report, May 11, 2000; Methane Report, Proposed Air Treatment Facility, March 2005

Comment: A significant impact may occur if the proposed project has the potential to result in the accidental release of hazardous materials.

The ATF project site is currently undeveloped, and the two street segments proposed for street vacation are not utilized. Construction would involve minimal excavation and grading to level the site, followed by excavation for running pipes and electrical conduits to and under the planned structures. Following installation of pipes and conduit, the concrete equipment pad/slab would be poured and equipment would be installed. Once the structures are completed, the architectural finishing phase would begin, which includes painting, paving and landscaping. The estimated time to complete this construction is approximately one year.

No known contaminants exist at the project site. In 2000 a Phase 1 ESA was prepared, which recommended that additional analysis be conducted given the past land uses of the site as well as surrounding land uses. Additional analysis completed as part of geotechnical investigations for the ECIS and NEIS revealed only minor occurrences of recoverable petroleum hydrocarbons in spot locations; in these locations the soil was removed during construction activities for the ECIS and NEIS construction shafts. Additionally, in 2005 a Methane Report was prepared for the project site; methane was not detected at shallow depths and measured methane concentrations in the on-site deep soil gas probes were low enough that no methane mitigation is required.

Construction

Given that minimal amounts of shallow earthmoving activities would be required during project construction and that the likely presence for hazards and hazardous materials is low, impacts during construction would be less than significant.

Operation

During operation of the ATF, a biological process would be used to remove hydrogen sulfide (H₂S) from the air through biotrickling filters in vessels that are approximately 12.5 feet in diameter and 30.5 feet tall. Bacteria would exist within each vessel on media cassettes designed to support bacteria growth with intermittent irrigation using potable water.

Water discharge with a pH of 2 or less to a public wastewater collection system is prohibited due to its classification as a hazardous waste. Additionally, the City of Los Angeles Industrial Discharge Ordinance prohibits discharges with a pH of less than 5.5. However, the ATFs have been deemed as part of the collection system by the City, discharge into the City's collection system with a pH greater than 2 is acceptable. As such, discharge with a pH of at least 2 will be

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Less Than Significant
No Impact

maintained at all times.

Additionally, one 264-gallon nutrient tank would be permanently located on site. This tank would hold the biological material used in the air treatment process. The tank would be sealed and the bacteria inside, if in the unlikely event that it is exposed to the air, would not result in risks to human health & safety. Additionally, as discussed above, according to the Methane Report prepared for the project site (2005), methane was not detected at shallow depths and measured methane concentrations in the on-site deep soil gas probes were low enough that no methane mitigation is required. As such, the potential for accidental release is low and impacts would be less than significant.

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

Reference: L.A. CEQA Thresholds Guide (Section F.2)

Comment: 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.

The names, addresses and distance to the ATF and street vacation project site for each of closest schools to the site are shown in Table 3 below. As shown therein, no schools are located within one-quarter mile of the project site.

Table 3: Schools in Vicinity of Project Site		
School	Address	Distance to Site
Soto Elementary School	1020 South Soto Street	0.7 miles
Bishop Mora Salesian High School	960 South Soto Street	0.7 miles
Soto Early Education Center	2616 East 7 th Street	0.8 miles
Santa Isabel Elementary School	2424 Whittier Blvd	0.9 miles
Saint Mary Elementary School	416 South Saint Louis Street	1.1 miles
Hollenbeck Middle School	2510 East 6 th Street	1.2 miles
Roosevelt High School	456 South Matthews Street	1.3 miles
Breed Elementary School	2226 East 3 rd Street	1.3 miles

No schools are planned within one-quarter mile of the project site, and given that no existing schools are located within a one-quarter mile radius of the project site, the proposed project would not result in the release of toxic emissions which pose a hazard beyond regulatory thresholds. No impacts to schools would occur.

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

Reference: L.A. CEQA Thresholds Guide (Section F.2); State Department of Toxic Substances Control, www.envirostor.dtsc.ca.gov (accessed September 7, 2011); Phase 1 Environmental Site Assessment, North Outfall Sewer – East Central Interceptor Sewer, Mission Road at Jesse Street (March 2000);

Comment: A significant impact may occur if the proposed project were 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.

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Less Than Significant With Mitigation
Less Than Significant
No Impact

A site search on EnviroStor (www.envirostor.com) on September 7, 2011, confirmed that the ATF and street vacation project site is not listed on any databases; however, the following sites were in the vicinity of the project site:

- Santa Fe/W.A Grant, located at 2144 East 7th Street, Los Angeles, CA 90021 – This site is located 0.3 miles, and across the Los Angeles River, from the project site and was a Voluntary Cleanup Program site. A No Further Action determination was issued for the site in 1996.
- City of Los Angeles Bureau of Street Services, located at 2222 East 7th Street, Los Angeles, CA 90023 – This site is located 0.2 miles from the project site and is a Leaking Underground Storage Tank (LUST) Cleanup Site. The site had diesel leaking into the soil; remediation activities were completed in 2006, and since then the site is undergoing monitoring for verification of effective remediation.
- 7th Street Los Angeles Public Works Maintenance Facility, located at 2300 East 7th Street, Los Angeles, CA 90023 – This site is located 0.3 miles from the project site and is a LUST Cleanup Site. The site had diesel leaking into the soil and has been undergoing remediation since 2006.
- Dean & Associates, located at 700 South Santa Fe Avenue, Los Angeles, CA 90021 – This site is located 0.5 miles from the project site; cleanup was certified as complete in 1987. Cleanup activities were state response for cleanup of PCBs in soil from a scrap metal facility that historically accepted transformers with PCBs.

As the project site is not listed as a designated hazards or hazardous materials site, and construction and operation of the project would not result in new hazards to the public or the environment, impacts would be less than significant.

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

Reference: General Plan, L.A. CEQA Thresholds Guide (Section F.1); Boyle Heights Community Plan; Google Maps (2011)

Comment: 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.

The ATF and street vacation project site is not located within an airport land use plan, or within two miles of a public airport of public use airport. The project site is located approximately 11 miles southeast of the Burbank Airport, 12 miles northwest of the Los Angeles International Airport, 12 miles west of the El Monte Airport, and 13 miles northwest of the Santa Monica Airport. Therefore, no safety hazard associated with proximity to an airport is anticipated for the proposed project.

- 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?

Reference: L.A. CEQA Thresholds Guide (Section F.1); Boyle Heights Community Plan; Google

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Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

Maps (2011)

Comment: A significant impact may occur if the proposed project is in the vicinity of a private airstrip and would result in a safety hazard for people residing or working in the project area.

The ATF and street vacation project site is not located within the vicinity of a private airstrip. Therefore, no safety hazard from proximity to a private airport or airstrip is anticipated from the construction and operation of the proposed project

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Reference: L.A. CEQA Thresholds Guide (Section F.1); City of Los Angeles General Plan

Comment: 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 these plans.

During construction activities, vehicles and equipment would access the ATF and street vacation project site via the entrance off Mission Road and Jesse Street, which would be created by the proposed street vacation. With the street vacation, no construction activities would occur within the active roadways surrounding the project site. During construction, ingress and egress to the site and surrounding properties, particularly for emergency response vehicles, would be maintained at all times. Vacating Jesse Street south and west of Mission Road, and vacating Mission Road south of Jesse Street would not affect emergency access or responses. These segments of roadway are not currently utilized, provide no through access to neighboring uses, and are located adjacent to two City-owned, vacant parcels. Additionally, the segment of Mission Road south of the segment proposed for vacation has already been vacated; the segment of Mission Road proposed for vacation is a stub street. Therefore, construction and operation of the proposed project would not impair or interfere with implementation of an adopted emergency response plan or emergency evacuation plan and the impact is less than significant.

- 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?

Reference: L.A. CEQA Thresholds Guide (Section F.1); City of Los Angeles General Plan

Comment: A significant impact may occur if the proposed project were located in a wildland area and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire.

The ATF and street vacation project site is not located within a designated High Fire Hazard Severity Zone according to the City of Los Angeles General Plan Safety Element. The project site and surrounding areas are completely developed and there are no wildlands adjacent to the site. Therefore, no impact involving wildlands would occur from the construction and operation of the proposed project.

9. HYDROLOGY AND WATER QUALITY – Would the project:

- a) Violate any water quality standards or waste discharge requirements?

Reference: L.A. CEQA Thresholds Guide (Section G.2); NavigateLA

Comment: 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

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Potentially Significant Impact
 Less Than Significant With Mitigation
 Less Than Significant
 No Impact

into stormwater drainage systems such as the LARWQCB. These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The ATF and street vacation project site is currently undeveloped, with a fence surrounding a relatively flat, partially paved and partially unpaved site with debris stored on site, and the segments of roadway proposed for street vacation are not currently utilized. The site itself does not currently have any drainage infrastructure, however, there is existing infrastructure associated with developed uses surrounding the site. Uses surrounding the site are primarily industrial and manufacturing, and immediately west of the project site are Union Pacific Railroad tracks and the Los Angeles River.

The only water currently originating from the project site is stormwater runoff, and as such, trash and debris as well as soils from the site enter the drainage system during rain events. Runoff from the project site and surrounding area flows south and into the Mission Road storm drain, which flows into the Hollenbeck Lake Storm Sewer within the Los Angeles River Drainage Basin. This flow would be unaffected by project construction and operation.

Construction activities associated with the proposed project would include site grading, trenching for utilities, pouring concrete slabs, construction of equipment room, and installation of processing equipment. Similar to the existing condition at the site, during construction, there is the potential for stormwater runoff to convey soils and debris into the drainage system. However, standard runoff control practices would be implemented at the project site to minimize the amount of runoff from the project site during construction.

Operation of the ATF would introduce air processing equipment at the project site. All air processing and treatment would occur within enclosed structures, with a single stack located in the southern portion of the site releasing the treated air. Associated with project implementation would be site improvements, including properly channeling drainage and runoff from the site into the storm drainage system.

Operations would also generate wastewater, which would be discharged directly to the ECIS. Water discharge with a pH of 2 or less to a public wastewater collection system is prohibited due to its classification as a hazardous waste. Additionally, the City of Los Angeles Industrial Discharge Ordinance prohibits discharges with a pH of less than 5.5. However, the ATFs have been deemed as part of the collection system by the City, discharge into the City's collection system with a pH greater than 2 is acceptable. As such, discharge with a pH of at least 2 will be maintained at all times.

Therefore, construction and operation of the project does not have the potential to violate water quality standards; impacts would be less than significant.

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

Reference: L.A. CEQA Thresholds Guide (Sections G.2 and G.3); Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001)

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 Less Than Significant With Mitigation
 Less Than Significant
 No Impact

Comment: 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.

The Los Angeles Coastal Plan consists of the West Coast and Central Basins. The ATF and street vacation project site is located in the Central Basin. Groundwater currently provides about 40 percent of the total water used in the West Coast and Central Basins. Depth to groundwater in the Central Basin has been on average 108 feet from 1964 through 2002. As noted in Section 8(a) above, perched groundwater under the project site has been encountered at depths of 20 and 58 feet bgs.

The project site and project area are not used for groundwater recharge or as groundwater supplies. The project site is within an industrial area and is primarily covered with asphalt. Project implementation would result in the introduction of concrete pads and equipment at the site; project operations would not draw from groundwater supplies. Therefore, a decrease in groundwater supplies would not occur and no impacts would occur.

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

Reference: L.A. CEQA Thresholds Guide (Sections G.1 and G2)

Comment: A significant impact may occur if the proposed project resulted in a substantial alteration of drainage patterns that resulted in a substantial increase in erosion or siltation during construction or operation of the project.

The ATF and street vacation project site is flat and mostly paved (impervious). The project would not alter the course of a stream or a river. Construction would result in demolition and ground surface disruption activities, including site grading and excavation that would leave the site surface stabilized. The replacement of impervious surfaces with areas of pervious surface would have the effect of reducing the rate of runoff from the project site, which is considered a beneficial impact to the storm drain system. Construction activities could result in the potential for erosion to occur at the project site; however, soil exposure would be temporary and short-term in nature and applicable Department of Building and Safety erosion control techniques would limit potential erosion as discussed in 9(a) above. Therefore construction and operation of the proposed project would not result in substantial erosion or siltation off-site, and impacts would be less than significant.

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

Reference: L.A. CEQA Thresholds Guide (Section G.1)

Comment: A significant impact may occur if the proposed project resulted in increased runoff volumes during construction or operation of the proposed project that would result in flooding conditions affecting the project site or nearby properties.

Site drainage patterns are not expected to change with project implementation. The site is currently covered with impervious surfaces, and with project implementation this would continue

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Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

to be the case; as such, runoff with the project would be comparable to runoff that currently occurs at the site. Additionally, project construction and operation would not affect or alter the course of a stream or river. Therefore, construction and operation of the proposed project would have a less than significant impact.

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

Reference: L.A. CEQA Thresholds Guide (Section G.2)

Comment: 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 drain system.

The proposed ATF and street vacation project would not result in an increase in runoff, nor result in an increase in the probability of polluted runoff. The project site is currently undeveloped and contains debris, soils and trash that commingle with stormwater runoff and contribute to pollution within the storm drainage system. The project would improve the existing conditions at the project site and prevent the release of debris and trash with runoff from the site. As such, no impacts would occur.

- f) Otherwise substantially degrade water quality?

Reference: Refer to 9(a) above.

Comment: Refer to 9(a) above

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Reference: L.A. CEQA Thresholds Guide (Sections G.1 to G.3); FIRM FEMA Map Number 06037C1628F Panel No 1628F

Comment: A significant impact may occur if the proposed project were to 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.

According to Flood Insurance Rate Map (FIRM), the entire ATF and street vacation project site is not located within Zone AE, which is a 100-year flood hazard area. Additionally, the proposed project does not include the construction of housing. Therefore, construction and operation of the proposed project would not involve placing housing within a 100-year flood hazard area and no impact would occur.

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

Reference: L.A. CEQA Thresholds Guide (Sections G.1 & G.3); FIRM FEMA Map Number 06037C1628F Panel No 1628F

Comment: A significant impact may occur if the proposed project were to place within a 100-year flood hazard area structures that would impede or redirect flood flows.

As noted in 9(g) above, the ATF and street vacation project site is not located within a 100-year flood hazard area. As such, project implementation would not place structures within a 100-year

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Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

flood hazard area and no impacts would occur.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Reference: L.A. CEQA Thresholds Guide (Sections E.1 & G.3); Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001)

Comment: 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.

As indicated above, the ATF and street vacation project site is not located within of the 100-year flood zone. In addition, as discussed in the geotechnical evaluation, the site is not would not be subject to inundation from the rupture of a dam or levee or inundation from a tsunami. Therefore, construction and operation of the project would not expose people or structures to a significant risk from flooding.

- j) Inundation by seiche, tsunami, or mudflow?

Reference: LA CEQA Thresholds Guide (Section E.1); Geotechnical Evaluation – ECIS Odor Control Facility, Mission Road and Jesse Street (October 26, 2001)

Comment: A significant impact may occur if the proposed project would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. Although the project site is located adjacent to the Los Angeles River, the River is not considered an enclosed large body of water that could experience seiches during an earthquake. Thus, there is no potential for seiches impacting the project site; therefore, there is no impact associated with the construction and operation of the proposed project.

Tsunamis are tidal waves generated in large bodies of water caused by fault displacement or major ground movement. Hazardous tsunamis, which are rare along the Los Angeles coastline, have the potential to cause flooding in the low-lying coastal area. The ATF and street vacation project site is not located within tsunami hazard area. Therefore, there is no impact associated with the construction and operation of the proposed project.

The project site is not located in an area considered susceptible to seismically-induced landslides. Therefore, no impact associated with inundation from mudflow would occur.

10. LAND USE AND PLANNING – Would the project:

- a) Physically divide an established community?

Reference: LA CEQA Thresholds Guide (Section H.2); City of Los Angeles General Plan, including the Boyle Heights Community Plan

Comment: A significant impact would occur if the project includes features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community.

The proposed project would occur on the existing vacant site at South Mission Road & Jesse Street; additionally, the segments of Mission Road and Jesse Street immediately adjacent to the

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Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

project site would be vacated. Neither construction nor operation if the project would include features such as a highway, above-ground linear infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community. While roadway segments would be vacated, these segments are not currently utilized and do not provide access to any uses other than the existing City-owned property. Instead, the project would involve the construction of an air treatment facility within an existing industrial and manufacturing area in East Los Angeles. Therefore, no impact would occur from project implementation.

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

Reference: LA CEQA Thresholds Guide (Sections H.1 & H.2); City of Los Angeles General Plan; Zone Information & Map Access System (ZIMAS); Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007

Comment: 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.

The ATF and street vacation project site is located within an industrial and manufacturing area in East Los Angeles and is zoned M2-1 (Manufacturing/Industrial). Land uses surrounding the site and roadway segments also include industrial and manufacturing uses. The project site is located within the Boyle Heights Community Plan as well as within the Los Angeles River Revitalization Master Plan area.

According to the Los Angeles River Revitalization Master Plan (LARRMP), the project site falls within the Downtown Industrial Opportunity Area, and within the Downtown Industrial Opportunity Area, the project site is one of several proposed pocket park locations. The overall purpose of the LARRMP is to improve the general environment of the Los Angeles River by improving natural habitats, water quality, recreation, open space, and economic values. As one of five designated Opportunity Areas, the intent of this classification is to identify regions where long-term land use changes can be undertaken to help achieve long-term economic viability and sustainability within a revitalized River Corridor.

Construction of the proposed ATF on the project site would preclude future construction of a pocket park, as planned for within the LARRMP, on the project site. However, given the surrounding land uses, including industrial and manufacturing buildings as well as the Union Pacific Railroad tracks, use of this particular site as a pocket park would not be compatible with surrounding land uses. The ATF, however, would be consistent with existing zoning and land use designations at and around the project site.

While construction and operation of an ATF on the project site would conflict with the adopted LARRMP, the intent of the plan and the planned park at this location was not intended to avoid or mitigate an environmental impact. Therefore, while the project would conflict with the Plan, environmental impacts resulting from this conflict would not occur. Impacts would be less than significant.

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

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Potentially Significant Impact
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Reference: LA CEQA Thresholds Guide (Sections H.1 & H.2); City of Los Angeles General Plan; Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007

Comment: 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.

As previously discussed in 4(d), the ATF and street vacation project site is not located in a habitat conservation plan or a natural community conservation plan. However, the project site is within the Downtown Industrial Opportunity Area of the Los Angeles River Revitalization Master Plan, and more specifically, according to the Master Plan, a pocket park is proposed at the project site. Implementation of the proposed air treatment facility at the project site would preclude the use of the site as a pocket park moving forward. Nevertheless, no adopted habitat conservation plans guide development on the project site; therefore, impacts would be less than significant.

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?

Reference: L.A. CEQA Thresholds Guide (Section E4); City of Los Angeles General Plan

Comment: A significant impact may occur if the proposed project is located in an area used or available for extraction of a regionally important mineral resource, if the project converts a regionally important mineral extraction use to another use, or if the project affects access to such use.

No mineral resources are identified within the project area. Therefore, construction and operation of the proposed project would not result in the loss of availability of a valuable known mineral resource and no impact is anticipated.

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

Reference: Refer to 11(a) above.

Comment: Refer to 11(a) above.

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?

Reference: City of Los Angeles Municipal Code (Chapter IV, Article 1, Section 41.40; Section 112.05 of Chapter IX, Article 2); ECIS/NEIS/NCOS/NORS Air Treatment Facility Design Memorandum (September 2004)

Comment: A significant impact may occur if the proposed project were to exposure persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The City regulates construction noise via the LAMC (Chapter IV, Article 1, Section 41.40; Section 112.05 of Chapter IX, Article 2). A significant impact may occur if the proposed project generates construction noise outside of the hours prescribed in the LAMC or increases noise levels during project operation in excess of 5 dBA (A-weighted decibel) over ambient Community Noise Equivalent Level (CNEL).

Issues

Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

Under the noise provisions, construction equipment noise levels are limited to 75 dBA if technically feasible. The City allows construction during the week between the hours of 7:00 a.m. and 9:00 p.m., and specifically prohibits night construction if related noise can disturb persons occupying sleeping quarters in any dwelling, hotel, or residence. In addition, construction within 500 feet of a residence is restricted to the hours of 8:00 a.m. to 6:00 p.m. on Saturdays and National Holidays, and prohibited on Sundays. The City’s standard construction specifications require construction equipment to have noise suppressing devices, and requires noise controls such as placement of noise barriers, use of low-noise generating equipment, maintenance of mufflers and ancillary noise abatement equipment, scheduling high noise producing activities during periods that are least sensitive, routing construction-related truck traffic away from noise-sensitive areas, and reducing construction vehicle speeds. Despite the required noise controls, construction equipment noise levels can exceed the 75 dBA goal established in the LAMC. Project construction would occur Monday through Friday between the hours of 7:00 a.m. and 9:00 p.m., although daily construction would not likely occur after 6:00 p.m., and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays. No construction would occur during prohibited hours.

Uses surrounding the ATF and street vacation project site, including industrial and manufacturing uses, as well as the adjacent Union Pacific Railroad tracks, are not considered noise-sensitive uses. Due to the site’s proximity to existing railroad tracks, the site and the uses immediately surrounding the site, are currently subject to high noise levels associated with trains traveling along the tracks. Additionally, because construction for the proposed project would occur within the allowable hours, significant noise impacts would not occur.

Once construction is complete, operation of the ATF would not generate noise levels in excess of standards. The design of the ATF will ensure the operational sound levels do not increase the ambient sound levels at the project site property line through the use of sound mitigating equipment and materials, as well as project design, to ensure noise levels remain the same at the property line. Therefore, a less than significant noise impact is anticipated during project operation.

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

Reference: L.A. CEQA Thresholds Guide (Section I); City of Los Angeles General Plan, City of Los Angeles Municipal Code

Comment: A significant impact may occur if the project were to expose persons to or generate excessive groundborne vibration or groundborne noise levels.

Construction activities associated with the project could generate minor groundborne vibration from use of heavy equipment. Typically, only heavy construction activities, such as pile driving, would generate vibrations that could result in groundborne noise at nearby structures or in cosmetic damage to the structures. No pile driving would occur, and excessive groundborne vibration and/or groundborne noise are not anticipated. Therefore, a less than significant impact is anticipated during project construction.

Project operations would not involve activities that could generate vibrations or groundborne noise, or otherwise expose persons to such impacts. Therefore, project operation would not result in significant impacts related to groundborne vibration or noise.

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Potentially Significant Impact Less Than Significant With Mitigation Less Than Significant No Impact

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

Reference: L.A. CEQA Thresholds Guide (I.2)

Comment: 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.

As discussed in 12(a) above, operation of the proposed project would not result in substantial increases in ambient noise levels because the project would operate passively and only maintenance and inspections would occur. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity.

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

Reference: City of Los Angeles Municipal Code

Comment: A significant impact may occur if the proposed project were to create a substantial increase in the ambient noise levels that conflicts with the noise conditions allowed in the City's Noise Ordinance.

Heavy equipment operations, given the context of the site (location adjacent to active railroad tracks, major arterial street, light industrial) and the fact that elevated noise levels would not occur at night or on Sundays (consistent with the Noise Ordinance), would experience a temporary increase in ambient noise levels. This increase, however, is not considered to be substantial. Therefore, as discussed in 12(a) above, project construction would occur within the hours allowed in the City's Noise Ordinance, and would therefore result in a less than significant impact on ambient noise levels.

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

Reference: The Thomas Guide, Los Angeles County Street Guide (2010)

Comment: A significant impact may occur if the proposed project would expose people residing or working in the project area to excessive noise levels due to the project site being located within an airport land use plan or within two miles of a public airport where such a plan has not been adopted.

The ATF and street vacation project site is located approximately 17 miles southeast of the Burbank Airport, 15 miles northwest of the Los Angeles International Airport, 13 miles west of the El Monte Airport, and 13 miles east of the Santa Monica Airport. Therefore, construction and operation of the proposed project would not expose people residing or working in the project area to excessive noise levels due to the project site being located within an airport land use plan or within two miles of a public airport where such a plan has not been adopted. No impact is anticipated.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Reference: The Thomas Guide, Los Angeles County Street Guide, 2010; Google Earth, 2009

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Comment: A significant impact may occur if the proposed project would expose people residing or working in the project area to excessive noise levels due to the vicinity to a private airstrip.

No private airstrips are located within the vicinity of the project area. Therefore, no impacts associated with the construction and operation of the proposed project would occur.

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)?

Reference: L.A. CEQA Thresholds Guide (Section J.1); General Plan, including the Boyle Heights Community Plan

Comment: A significant impact may occur if the proposed project induced substantial population and housing growth through new development in undeveloped areas or by introducing unplanned infrastructure that was not previously evaluated in the adopted community plan or general plan.

Construction and operation of the proposed ATF is intended to treat foul air associated with the drop structure at Mission & Jesse for the East Central Interceptor Sewer, currently in use by the City. Implementation of the air treatment system would not expand the existing sewer capacity and as such, the project would not result in population and/or housing growth. No impacts would occur.

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

Reference: L.A. CEQA Thresholds Guide (Sections J.1 and J.2)

Comment: A significant impact may occur if the proposed project displaced substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

No housing would be displaced or changed as a result of the proposed ATF and street vacation project; therefore, no impact would occur.

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

Reference: See 13(b) above.

Comment: See 13(b) above.

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?

Reference: L.A. CEQA Thresholds Guide (Section K.2); City of Los Angeles General Plan Safety Element

Comment: A significant impact may occur if the project required the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

The ATF and street vacation project site and surrounding area is currently served by the LAFD's local Fire Station No. 17 located at 1601 South Santa Fe Avenue (1.1 miles

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driving distance from project site), Fire Station No. 25 located at 2927 Whittier Boulevard (1.4 miles driving distance from project site), and Fire Station No. 2 located at 1962 East Cesar Chavez Avenue (1.6 miles driving distance from project site). The proposed project consists of constructing an ATF to treat foul air from the Mission & Jess drop structure associated with the East Central Interceptor Sewer and vacating two street segments that are currently unused. The site and surrounding areas are currently served by the LAFD.

Construction of the proposed project would be temporary and not require the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The operation of the proposed project would not increase the need for additional fire service. While two street segments would be vacated, these streets do not provide access to any uses other than the City-owned property on which the ATF would be constructed. Street vacation would not affect emergency access to the site or any other neighboring uses because these roadway segments are currently closed to through access. Therefore, the proposed project would not result in a need for construction of additional fire protection facilities or adversely affect service ratios or response times. No impacts would occur.

ii) Police protection?

Reference: L.A. CEQA Thresholds Guide (Section K.1); City of Los Angeles General Plan Safety Element

Comment: 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.

The ATF and street vacation project site and surrounding area is served by the Los Angeles Police Department Hollenbeck Station located at 2111 E. First Street, Los Angeles (approximately 1.5 miles driving distance from the project site). The proposed project consists of constructing and operating an air treatment facility for the East Central Interceptor Sewer on a currently vacant parcel in East Los Angeles, adjacent to manufacturing and industrial uses. As part of the project is the vacation of two currently unused street segments. The site and surrounding areas are currently served by the Los Angeles Police Department.

Construction of the proposed project would be temporary and not result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site. The operation of the proposed project would not increase the need for additional police protection services. While two street segments would be vacated, these streets do not provide access to any uses other than the City-owned property on which the ATF would be constructed. Street vacation would not affect emergency access to the site or any other neighboring uses because these roadways segments are currently closed to through access. Therefore, the existing police service would be adequate and not result in a need for construction of additional police protection facilities or adversely affect service ratios or response times. No impacts would occur.

iii) Schools?

Reference: L.A. CEQA Thresholds Guide (Section K.3)

Comment: A significant impact may occur if the proposed project included substantial employment or population growth that could generate demand for school facilities that

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exceeded the capacity of the school district responsible for serving the project site.

The construction of the proposed ATF and street vacation project is not growth-inducing, either directly or indirectly, and therefore, would not increase the demand for schools in the area. In addition, the proposed project is not considered an employment generator that could induce demand for school facilities that exceed the capacity of the local school district. Therefore, no impacts to schools would occur from project implementation.

iv) Parks?

Reference: L.A. CEQA Thresholds Guide (Section K.4); ECIS/NEIS/NCOS/NORS Air Treatment Facilities Design Memorandum, September 2004; Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007

Comment: 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 and new or physically altered facilities were needed.

The closest recreational facilities to the ATF and street vacation project site include Aliso-Pico Recreation Center, located approximately 0.7-mile from the project site, Boyle Heights Sports Center, located approximately 0.9-mile from the project site, Pecan Recreation Center located approximately 1 mile from the project site, and Hollenbeck Park, located approximately 1.1 miles from the project site. Additionally, the project site falls within the Los Angeles River Revitalization Master Plan, Downtown Industrial Opportunity Area. According to the Master Plan, the site is proposed to be developed as a pocket park and provide access to the linear bicycle and pedestrian trail along the east bank of the Los Angeles River. Implementation of the proposed project would preclude future development of the site as a pocket park. However, the northern portion of the site would remain undeveloped, be landscaped and would allow for future public access to the Los Angeles River.

Additionally, as discussed above, the construction of the proposed project is not growth-inducing, either directly or indirectly, and therefore, would not increase the demand for recreation in the area. Therefore, less than significant impacts on the need for new parks would occur due to the proposed project.

v) Other public facilities?

Reference: None applicable

Comment: A significant impact would occur if the project results in the need for new or altered public facilities, such as libraries, due to population or housing growth.

Construction and operation of the proposed ATF and street vacation project would not induce growth, either directly or indirectly, and, therefore, would not increase the demand for or use of libraries or other public facilities in the area. Therefore, no impact would occur under the proposed project.

15. RECREATION –

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Reference: L.A. CEQA Thresholds Guide (Section K.4); ECIS/NEIS/NCOS/NORS Air Treatment

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Facilities Design Memorandum, September 2004; Los Angeles River Revitalization Master Plan Final PEIR/PEIS, April 2007

Comment: A significant impact may occur if the proposed project included substantial employment or population growth that generated demand for public park facilities that exceed the capacity of existing parks or that substantially affected the level or service of existing park facilities.

The proposed ATF and street vacation project is not a growth-inducing project, either directly or indirectly, and, therefore, would not increase the demand for parks or other recreational facilities in the area. The project site does fall within the Los Angeles River Revitalization Master Plan, Downtown Industrial Opportunity Area. According to the Plan, the site is proposed to be developed as a pocket park and provide access to the linear bicycle and pedestrian trail along the east bank of the Los Angeles River. Implementation of the proposed project would preclude future development of the site as a pocket park. However, the northern portion of the site would remain undeveloped, be landscaped and would allow for future public access to the Los Angeles River.

Given that the project is not growth-inducing and will permit public access to the Los Angeles River in the future, impacts to recreation would be less than significant.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Reference: L.A. CEQA Thresholds Guide (Section K.4)

Comment: A significant impact may occur if the proposed project would require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

The proposed ATF and street vacation project is not a growth-inducing project, either directly or indirectly, and, therefore, would not increase the demand for parks or other recreational facilities in the area resulting in the need for the construction or expansion of recreational facilities. Additionally, the project does not include any recreational components. Therefore, no impacts would occur.

16. TRANSPORTATION/TRAFFIC – Would the project:

- a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Reference: L.A. CEQA Thresholds Guide (Section L)

Comment: A project would have a significant traffic impact if the traffic volume to roadway capacity ratio is increased, as follows:

According to the L.A. CEQA Thresholds guide, a project has the potential to result in traffic and transportation impacts if the project would generate more than 500 total daily trips or more than 43 a.m. or p.m. peak hour trips.

Construction of the proposed ATF and street vacation project would require minimal amounts of construction traffic. Construction activities would involve street closure, site grading, trenching and installation of pipes and wiring, pouring of foundations, erection of two buildings, and installation of mechanical equipment and instrumentation. At any given point during the 18

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Less Than Significant
No Impact

month construction period, no more than 20 construction workers would be at the site. Additionally, minimal export of soil will be required; as such no more than 600 haul trips would occur during the construction period. It is estimated that no more than 20 truck trips per day would occur. Given that fewer than 500 total daily trips and fewer than 43 peak hour trips would occur during construction of the proposed project, no significant traffic impacts would occur during construction.

Operation of the project would not normally require the presence of employee(s), although daily visits by one operator may occur. Access to the project site would remain at the intersection of Mission Road and Jesse Street, and vacation of the street segments west and south of this intersection would not prevent access to the site. These roadway segments do not provide access to any sites other than the two City-owned vacant parcels on either side of the streets. Employee trips to and from the site would be the only operation-related trips associated with the project. Given that fewer than 500 total daily trips and fewer than 43 peak hour trips would occur during operation of the proposed project, no significant traffic impacts would occur during project operation.

- 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?

Reference: L.A. CEQA Thresholds Guide (Section L)

Comment: A significant impact may occur if the proposed project would 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.

Because project construction and operation would not result in significant traffic impacts on local roadways, as discussed in 16(a) above, significant impacts on Congestion Management Program roadways would not occur.

- 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?

Reference: L.A. CEQA Thresholds Guide (Section L)

Comment: A significant impact may occur if the proposed project results 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.

The proposed project is an ATF for the City's sewer, and also includes the vacation of two street segments immediately adjacent to the proposed ATF site. Neither construction nor operation of the project would affect air traffic patterns. Therefore, no impacts to air traffic patterns are anticipated.

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

Reference: L.A. CEQA Thresholds Guide (Section L.5)

Comment: A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses.

With the exception of any improvements to the sidewalk, curb and gutter along South Mission

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Less Than Significant With Mitigation
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No Impact

Road and Jesse Street, construction and operation of the proposed ATF and street vacation would not change the street configurations such that there would be increases in road hazards. The sidewalk, curb, and gutter improvements are not considered to be hazardous design features. Therefore, no impacts would occur.

- e) Result in inadequate emergency access?

Reference: L.A. CEQA Thresholds Guide (Section L.5 and L.8)

Comment: A significant impact may occur if the proposed project resulted in inadequate emergency access.

As part of standard specifications, all contractors are required to coordinate with the commanders of potentially affected fire and police stations prior to construction so that alternative route planning can occur and can be implemented if required. In addition, access to emergency vehicles would be maintained at all times during construction. Construction and operation of the proposed project would utilize the current access areas at the project site. While two street segments would be vacated, these streets do not provide access to any uses other than the City-owned property on which the ATF would be constructed. Street vacation would not affect emergency access to the site or any other neighboring uses because the street segments are currently closed and do not provide access to any other properties. Therefore, construction and operation of the proposed project would not affect emergency access or result in inadequate emergency access.

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

Reference: L.A. CEQA Thresholds Guide (Section L)

Comment: A significant impact may occur if the proposed project were to conflict with adopted policies, plans, or programs supporting alternative transportation.

Neither construction nor operation of the proposed ATF and street vacation project would require rerouting of bus lines or relocations of bus stops. In addition, there are no bike lanes in the area that would be affected by project construction or operation. Therefore, no impact to alternative transportation modes or supporting programs would occur from construction and operation of the proposed project.

17. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Reference: L.A. CEQA Thresholds Guide (Section M.2); ECIS/NEIS/NCOS/NORS Air Treatment Facility Design Memorandum, September 2004

Comment: A significant impact would occur if the proposed project discharges wastewater, which would exceed the regulatory limits established by the LARWQCB.

During operation, wastewater generated by the proposed project, which is a part of the City of Los Angeles wastewater collection system would be discharged into the wastewater collection system at the Mission & Jesse drop structure. Water is required in the air treatment process; therefore, wastewater would be generated by the project. During the treatment process, a pH of at least 2 will be maintained; wastewater generated by the project will have a pH of 2 or greater. Any discharge with a pH of 2 or less to a public wastewater collection system is prohibited due to its classification as a hazardous waste. Additionally, the City of Los Angeles Industrial Discharge Ordinance (157676) prohibits discharges with a pH of less than 5.5. However, ATFs have been

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Potentially Significant Impact
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No Impact

deemed part of the wastewater collection system by the City, thus, a blowdown of discharge with a pH of greater than 2 to the collection system is acceptable. As such, project operations would not result in exceedences of wastewater treatment requirements and no significant impacts would occur.

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

Reference: L.A. CEQA Thresholds Guide (Sections M.1 and M.2); ECIS/NEIS/NCOS/NORS Air Treatment Facility Design Memorandum (September 2004)

Comment: 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.

The proposed ATF and street vacation project involves the construction of an ATF associated with the existing sewer system. No new water or wastewater infrastructure would be required to serve the ATF; potable water would be supplied to the site via the existing 8-inch water line that runs along Mission Road and Jesse Street. Wastewater from the restroom facility at the site would be discharged into the existing 10-inch VCP sanitary sewer line that runs along Mission Road, and the process waste from the BTF vessels would be discharged directly into the ECIS at the drop structure on the project site. As such, adequate water and wastewater infrastructure exists to serve the project and no new facilities would need to be constructed; no significant impacts would occur.

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

Reference: L.A. CEQA Thresholds Guide (Section M.2)

Comment: A significant impact may occur if the volume of stormwater runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site.

Construction and operation of the proposed ATF and street vacation project may slightly modify the drainage at the project site. Currently the site drains in a southerly direction, and with project implementation, this would continue to occur. The site is currently paved and would remain paved with project implementation. As such, construction and operation of the ATF would not increase the volume of stormwater runoff from the project site thereby creating the need for additional storm water drainage facilities. Impacts would be less than significant.

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

Reference: L.A. CEQA Thresholds Guide (Section M.1), City of Los Angeles, Department of Water and Power Urban Water Management Plan, 2010

Comment: A significant impact may occur if the proposed project's water demands would exceed the existing water supplies that serve the site.

The LADWP provides potable water to the project area via an 8-inch water line running along Mission Road and Jesse Street. The proposed project would result in increased water demand compared to the existing site. An estimated 37,800 gallons per day, or 42.35 acre feet per year, of water would be used for irrigating the media that removes the foul odors from the sewer

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system. The City of Los Angeles Department of Water and Power prepares an Urban Water Management Plan (UWMP) every five years, which serves as a master plan for water supply and resources management consistent with the City's goals and policy objectives. The UWMP includes projections for future water use in the City of Los Angeles, including planned increases in water demands associated with population growth and increased services in the City. To account for increases in water demands, the City is relying more and more on increased use of water conservation and recycled water.

The proposed ATF and street vacation project requires the use of potable water and therefore cannot depend on recycled water or water conservation practices to reduce water demands. However, at other industrial facilities throughout the City, water conservation and the use of recycled water is increasing, thereby offsetting the potential increased use of potable water. Therefore, water demand associated with the ATF is accounted for within the City's future water projections and impacts would be less than significant.

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

Reference: L.A. CEQA Thresholds Guide (Section M.2)

Comment: A significant impact may occur if the proposed project results 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.

Refer to 17(a) and 17(b) above

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

Reference: L.A. CEQA Thresholds Guide (Section M.3); California Department of Resources Recycling and Recovery (2010), Solid Waste Information System (<http://www.calrecycle.ca.gov/SWFacilities/Directory/>); City of Los Angeles Solid Waste Integrated Resources Plan (<http://www.zerowaste.lacity.org>) and Bureau of Sanitation (http://www.lacitiesan.org/solid_resources/recycling); California Integrated Waste Management Act of 1989 (Assembly Bill 939)

Comment: The management of solid waste in the City involves public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. A significant impact would occur if the proposed project results in solid waste generation of five tons or more per week.

The City's Bureau of Sanitation and private refuse companies manage the collection, transfer, and disposal of municipal solid waste. A significant impact would occur if the proposed project results in solid waste generation of five tons or more per week. There are three types of disposal facilities within state; (1) Class III Landfills (Municipal Solid Waste Landfills), (2) Unclassified (Inert) Landfills, and (3) Transformation (waste to energy) Facilities.

Construction would involve grading and excavation, preparing concrete slabs, and equipment installation. Grading activities would require excavation of soils, which would be hauled off-site. It is estimated that approximately 4000 cubic yards of excavated material would need to be hauled from the project site and disposed of at appropriate landfill locations.

While no known hazard wastes exist at the project site, in the event that contaminated soils are

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encountered, hazardous waste would be disposed of at a Class I facility, the nearest of which is Clean Harbors Buttonwillow facility, described in detail below. The remaining debris, including non-hazardous/non-RCRA soils may be disposed of at one of the facilities listed below, or identified by the contractor in accordance with the City’s project specifications.

- Sunshine Canyon Landfill is located at 14747 San Fernando Road, Sylmar, CA, approximately 28 miles from the project site. This facility has a maximum permitted throughput of 12,100 tons per day with a remaining capacity of 112,300,000 cubic yards (as of July 31, 2007), and has an estimated closure date of 2037. The waste types accepted at this facility include construction and demolition debris, green materials, industrial, inert, and mixed municipal.
- Calabasas Sanitary Landfill is located at 5300 Lost Hills Road, Agoura, CA, approximately 35 miles from the project site. This facility has a maximum permitted throughput of 3,500 tons per day with a remaining capacity of 18,100,000 cubic yards (as of March 31, 2008), and has an estimated closure date of 2025.
- Chiquita Canyon Sanitary Landfill is located at 29201 Henry Mayo Drive, Castaic, CA, approximately 40 miles from the project site. This facility has a maximum permitted throughput of 6,000 tons per day with a remaining capacity of 29,300,000 cubic yards (as of November 23, 2006), and has an estimated closure date of 2019. The waste types accepted at this facility include mixed municipal, green materials, construction and demolition debris, industrial, and inert.
- Azusa Land Reclamation Co. Landfill is located at 1211 West Gladstone Street, Azusa, CA, approximately 25 miles from the project site and consists of several units (active and closed). For purposes of the proposed project, only Unit 1 of this facility may be used for the disposal of asbestos, and is therefore described herein. Unit 1 has a maximum permitted throughput of 6,500 tons per day with a remaining capacity of 34,100,000 cubic yards (as of March 31, 1995), and has an estimated closure date of 2025. The waste types accepted at Unit 1 of this facility include asbestos, friable, inert, and tires.
- Clean Harbor Buttonwillow Landfill is located at 2500 West Lokern Road, approximately 135 miles from the project site. This facility has a maximum permitted capacity of 10,482 tons per day with a remaining capacity of 14,293,760 cubic yards (no date available), and has an estimated closure date of 2040. The waste types accepted at this facility (classified as Class I) includes contaminated soil, industrial, other designated, and other hazardous. The excavated soils from the Remedial Action Areas (RAA-1 and RAA-2) would be disposed of at this facility, as well as any other waste considered as hazardous during construction, demolition, and/or remediation activities.

The excavated material would be recycled whenever possible, or disposed of at an appropriate facility. As demonstrated above and according to the CalRecycle’s SWIS database, there is sufficient inert waste disposal capacity available in Los Angeles County to adequately accommodate the anticipated excavated material, as demonstrated above. Further, certain landfills accept wastes considered to be beneficial-use materials, such as soil, green waste, and asphalt. Soils are used as part of regular landfill operations and also are used to cap closed landfills. Several landfills in the greater Los Angeles area accept excavated soil, including those that otherwise are restricted by ordinances from accepting municipal solid waste generated in the City of Los Angeles. Therefore, impacts associated with solid waste generation and disposal

Issues

Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

during project construction would be less than significant. Operation of the proposed project would not generate any solid waste; no operational impacts would occur.

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

Reference: L.A. CEQA Thresholds Guide (Section M.3)

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.

The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the long range solid waste management policy plan for the City. The objective of the SWMPP is to reduce at the source or recycle a minimum of 50 percent of the City’s waste and calls for the disposal of the remaining waste in local and possibly remote landfills. The SWMPP establishes citywide diversion objectives, including diversion of 75 percent by 2013. While the SWMPP is the long-range solid waste management policy plan for the City, the Source Reduction and Recycling Element (SRRE) is the strategic action policy plan for diverting solid waste from landfills. The source reduction, recycling, composting, special waste, and public education goals are defined by specific programmatic elements including tasks, roles, responsibilities, and an implementation schedule. The SRRE provides solid waste diversion objectives in accordance with the requirement of AB 939. It is updated annually and is based on an ongoing evaluation of programs and waste analysis. Guidance for, and implementation of, the solid waste diversion programs identified in the SRRE are administered by the City of Los Angeles Department of Public Works, Bureau of Sanitation, Solid Resources Citywide Recycling Division. The City’s Bureau of Sanitation presently operates other solid waste reduction and recycling programs, such as its Curbside Recycling Program, which was designed to promote source reduction to achieve the goals established by AB 939 and associated City programs (e.g., the SRRE).

As discussed above in 17(f), construction activities would generate solid waste and operational activities associated with the completed project would generate minimal amounts of solid waste. As also described in 17(f) above, several programs are in place (i.e., AB 939) with which the proposed project must comply. Furthermore, solid waste generated on-site would be disposed of by permitted solid waste haulers to regulated sites that have adequate capacity and are in compliance with all applicable regulations related to solid waste collection and disposal.

Solid waste disposal during construction of and operation of the proposed project would comply with federal, state, local statutes and regulations related to solid waste and therefore, impacts would be less than significant.

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?

Reference: Preceding analyses

Comment: No plant or animal species listed on any state or federal lists for endangered, threatened or special status species were identified on-site. There are no known cultural resources located on-site. Implementation of the proposed ATF would not eliminate important examples of the major periods of California history or prehistory. The project area is not

Issues

Potentially Significant Impact
Less Than Significant With Mitigation
Less Than Significant
No Impact

considered sensitive for cultural resources, and there is known cultural resources within the immediate vicinity; however, in the unlikely event cultural resources are encountered, the City's standard specifications include guidance on how to address the potential discovery of previously unknown archeological or paleontological resources; impacts would all be less than significant.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Reference: Preceding analyses

Comment: All project-level impacts are either less than significant or can be mitigated to a less than significant level. As a result, construction of the project would not result in a cumulative considerable contribution to a significant cumulative impact related to construction. Operation of the project would improve sewer system flows and not result in any impacts. Therefore, operation of the project would not result in a cumulative considerable contribution to a significant cumulative impact related to operation.

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

Reference: Preceding analyses

Comment: The purpose of proposed project is to improve both the short-term and long-term air and odor in the project area, as well as upstream and downstream from the project site itself. Therefore, the overall project is anticipated to have positive long-term impacts to air and odor quality. No impact is anticipated.

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

Reference: Preceding analyses

Comment: The construction and operation of the project is not anticipated to have significant impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

V. MITIGATION MEASURES

The following mitigation measures form the foundation of a mitigation monitoring program (MMP) for the proposed project. CEQA requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 CCR Section 15097(c)).

The mitigation measures described herein are supplemental to those required as standard procedure for the City and its contractors. The City and its contractors are the parties responsible for: (1) the necessary implementing actions; (2) verifying that the

necessary implementing actions are taken; and (3) the primary record documenting the necessary implementing actions.

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

Biological Resources:

Mitigation Measure BIO-1: A nesting bird survey shall be performed for the European hackberry (*Celtis australis L.*) tree prior to initiating any construction activities that have the potential to disturb and/or remove the tree during the nesting bird season.

VI. PREPARATION AND CONSULTATION

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VII. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

The proposed project is the construction and operation of a sewer air treatment facility (ATF) near the intersection of Mission Road and Jesse Street (651 South Mission Road) as well as the vacation of Mission Road and Jesse Street adjacent to this location. The ATF is intended to treat foul air resulting from turbulent flow in the existing drop structure, which connects the North Outfall Sewer (NOS) to the Northeast Interceptor Sewer (NEIS) and East Central Interceptor Sewer (ECIS). Vacation of these two street segments would create one larger, contiguous City-owned allowing for potential future development. Future development, including the expansion of the ATF would be subject to its own environmental review and discretionary approval.

B. Recommended Environmental Documentation

On the basis of this initial evaluation, I find that the project could not have a significant effect on the environment, and a **Mitigated Negative Declaration** should be adopted.

Prepared by: _____
Nicole Cobleigh

Approved by: _____
James E. Doty
Environmental Affairs Officer
Environmental Management Group

VIII. REFERENCES:

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SCAQMD. *Final 2007 Air Quality Management Plan*, June 2007.

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List of Appendices

Appendix A: Air Quality Worksheets

Appendix B: Geology and Soils Technical Reports

Geotechnical Evaluation, ECIS Odor Control Facility, Mission Road and Jesse Street. October 26, 2001.

Supplemental Report, Soil Report Update and Updated Seismic Design Parameters, Air Treatment/Odor Control Facility, Mission Road and Jesse Street. March 22, 2011.

Appendix C: Hazards and Hazardous Materials Technical Reports

Phase I Environmental Assessment, North Outfall Sewer – East Central Interceptor Sewer, Mission Road at Jesse Street. March 27, 2000.

Methane Report, Proposed Air Treatment Facility. March 2, 2005.

SCAQMD Air Permit Application Health Risk Assessment, Mission & Jesse Air Treatment Facility. July 2011.

Appendix A

Air Quality Worksheets

Appendix B

Geology and Soils Technical Reports

Appendix C

**Hazards and Hazardous Materials
Technical Reports**