

To: The Council

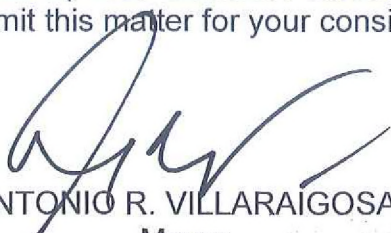
Date: DEC 04 2012

From: Mayor

Council District: 11

Proposed General Plan Amendment for Osage Avenue between
Manchester Avenue and the City of Los Angeles Boundary in the
Westchester-Playa Del Rey Community Plan
(CPC-2012-1473-GPA)

I herewith concur with the City Planning Commission's action
approving a Proposed General Plan Amendment
and transmit this matter for your consideration.



ANTONIO R. VILLARAIGOSA
Mayor

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION
WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
GEORGE HOVAGUIMIAN
ROBERT LESSIN
DANA M. PERLMAN
BARBARA ROMERO
VACANT
JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

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INFORMATION
www.planning.lacity.org

NOV 21 2012

The Honorable Antonio Villaraigosa
Mayor, City of Los Angeles
Room 305, City Hall
Los Angeles, CA 90012

Case No. CPC-2012-1473-GPA
Council District 11

Attn: Mandy Morales

Dear Mayor Villaraigosa,

RE: A PROPOSED PLAN AMENDMENT FOR OSAGE AVENUE BETWEEN
MANCHESTER AVENUE AND THE CITY OF LOS ANGELES BOUNDARY
IN THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN AREA.

Pursuant to the provisions of Sections 551, 556 & 558 of the City Charter, transmitted herewith is the October 11, 2012 action of the City Planning Commission approving a proposed General Plan Amendment to redesignate 645 feet of Osage Avenue from a Collector Street to a Local Street. The amendment will permit the vacation of Osage Avenue in order to enable the neighboring property owners to regain control of the land in order to eliminate blight and security problems.

The proposed General Plan amendment is submitted to you for your recommendation, which is to be forwarded to the City Council as specified by Section 11.5.6 of the Los Angeles Municipal Code.

The City Planning Commission has determined that the proposed General Plan amendment is consistent with public necessity, convenience, general welfare and good zoning practice.

Your action is requested on the proposed Plan amendment as specified by Section 11.5.6 of the Los Angeles Municipal Code.

RECOMMENDATION

That the Mayor:

1. Concur in the attached action of the City Planning Commission relative to the General Plan amendment;
2. Approve and Recommend that the City Council adopt the attached findings of the City Planning Commission relative to the Plan amendment;
3. Approve and Recommend that the City Council adopt by resolution the Plan amendment as shown in the attached exhibit;
4. Recommend that the City Council direct staff to revise the community plan map in accordance with this action.

Sincerely,

MICHAEL J. LOGRANDE
Director of Planning



DANIEL SCOTT
Principal City Planner

MJL:DS:mw

Attachments:

Attachment I	Determination of the City Planning Commission
Attachment II	Staff Report to the City Planning Commission
Exhibit A	General Plan Amendment Resolution and Map
Exhibit B	Proposed Environmental Clearance

DEPARTMENT OF
CITY PLANNING

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

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CALIFORNIA



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INFORMATION
www.planning.lacity.org

NOV 21 2012

The Honorable City Council
City of Los Angeles
Room 395, City Hall
Los Angeles, CA 90012

Case No. CPC-2012-1473-GPA
Council District 11

Dear Council Members

RE: A PROPOSED PLAN AMENDMENT FOR OSAGE AVENUE BETWEEN
MANCHESTER AVENUE AND THE CITY OF LOS ANGELES BOUNDARY
IN THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN AREA.

Pursuant to the provisions of Sections 551, 556 & 558 of the City Charter, transmitted herewith is the October 11, 2012 action of the City Planning Commission in approving a proposed General Plan amendment to redesignate 645 feet of Osage Avenue from a Collector Street to a Local Street. The amendment will permit the vacation of Osage Avenue in order to enable the neighboring property owners to regain control of the land in order to eliminate blight and security problems.

The City Planning Commission has determined that the proposed General Plan amendment is consistent with public necessity, convenience, general welfare and good zoning practice.

The General Plan amendment was transmitted to the Mayor, whose recommendation will be forwarded to you as specified by Section 11.5.6 of the Los Angeles Municipal Code.

Honorable City Council

Page 2

RECOMMENDATION

That the City Council:

1. Approve the Negative Declaration for the Plan Amendment - ENV-2012-1474-ND.
2. Concur in the action of the City Planning Commission;
3. Adopt the attached Findings of the City Planning Commission as the Findings of the City Council;
4. Adopt by Resolution the proposed General Plan amendment as set forth in the attached exhibit;
5. Direct staff to revise the Community Plan map.

Sincerely,

MICHAEL J. LOGRANDE
Director of Planning



DANIEL SCOTT
Principal City Planner

MJL:DS:mw

Attachments:

Attachment I	Determination of the City Planning Commission
Attachment II	Staff Report to the City Planning Commission
Exhibit A	General Plan Amendment Resolution and Map
Exhibit B	Proposed Environmental Clearance

Exhibit A

RESOLUTION

WHEREAS, the section of Osage Avenue between Manchester Avenue on the north and the City boundary line with Inglewood on the south is experiencing problems with blight and security with debris often dumped at the south end of Osage Avenue and people congregating and loitering throughout the day. There have been security and vandalism problems at the adjacent properties. The sides of this section of Osage Avenue are often overgrown with vegetation and there are no trees or parkway landscaping except for grass at the northwestern end of the road; and

WHEREAS, the adjoining property owners have requested that this section of Osage Avenue be vacated so that they can regain control over the right-of-way to eliminate the blight and security problems,

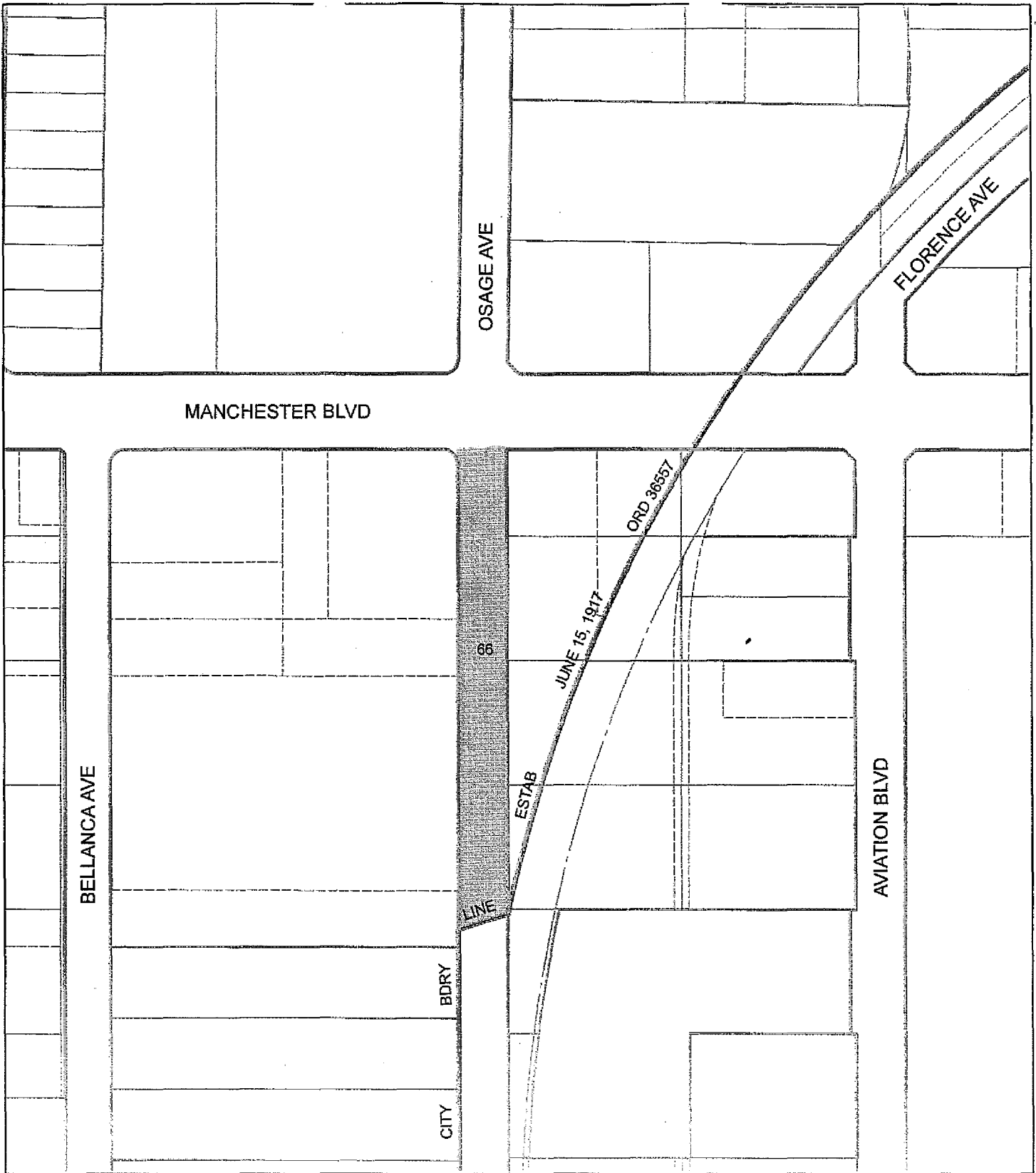
WHEREAS, the Westchester-Playa del Rey Community Plan designates 645 feet of Osage Avenue between Manchester Avenue and the City boundary line with Inglewood as a collector street; and

WHEREAS, collector streets shown on the Community Plan map are part of the General Plan and cannot be vacated because a vacation would be inconsistent with the General Plan; and

WHEREAS, local streets are shown on the Community Plan for informational purposes only. Vacating a local street would not conflict with the General Plan; and

WHEREAS, Osage Avenue between Manchester Avenue and the City boundary with Inglewood is a dead end street that is functioning as a local rather than a collector street.

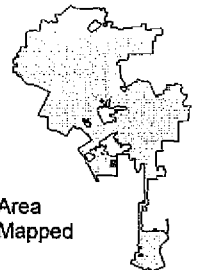
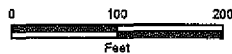
NOW THEREFORE, BE IT RESOLVED that 645 feet of Osage Avenue between Manchester Avenue on the north and the City boundary line with Inglewood on the south be redesignated from a collector street to a local street.



 From Collector street to Local street



STREET REDESIGNATION (OSAGE AVE)




C.M. 096 B 173	CPC-2012-1473-GPA
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AAV  102312

WESTCHESTER - PLAYA DEL REY

TRANSMITTAL TO CITY COUNCIL

Case No.(s)	Planning Staff Name(s)	Contact No.	C.D. No.
CPC-2012-1473-GPA	MARC WOERSCHING	213-978-1470	11
Items Appealable to Council:		Last Day to Appeal:	Appealed:
N/A		N/A	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Location of Project (Include project titles, if any.)			
OSAGE AVENUE – FROM MANCHESTER AVENUE SOUTH TO THE CITY BOUNDARY LINE AT THE CITY OF INGLEWOOD			
Name(s), Applicant / Representative, Address, and Phone Number.			
SERRANO DEVELOPMENT GROUP MARCUS LONG 500 N. BRAND BLVD. 2120 GLENDALE, CA 91203 310-341-5373			
Name(s), Appellant / Representative, Address, and Phone Number.			
Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description <u>only</u> those items which are appealable to Council.)			
An amendment to the Westchester-Playa Del Rey Community Plan to redesignate 645 feet of Osage Avenue between Manchester Avenue and the City of Los Angeles boundary from a collector street to a local street.			
Fiscal Impact Statement <small>*Determination states administrative costs are recovered through fees.</small>		Environmental No.	Commission Vote:
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		ENV-2012-1474-ND	6 - 0
 JAMES K. WILLIAMS, Commission Executive Assistant II		Date: NOV 21 2012	



LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300

www.lacity.org/PLN/index.htm

Determination Mailing Date: NOV 21 2012

CASE NO.: CPC-2012-1473-GPA

CEQA: ENV-2012-1474-ND

Applicant: Serrano Development Group
Rep.: Marcus Long

Location: Osage Avenue (various)

Council District: 11 – Rosendahl

Plan Area: Westchester-Playa del Rey

Request: General Plan Amendment

At its meeting on October 11, 2012, the following action was taken by the City Planning Commission:

1. **Approved a General Plan Amendment** to the Westchester-Playa del Rey Community Plan to redesignate 645 feet of Osage Avenue between Manchester Avenue and the City of Los Angeles boundary from a collector street to a local street.
2. **Adopted the attached Findings.**
3. **Adopted Negative Declaration No. ENV-2012-1474-ND.**

Recommendations to the City Council:

1. **Recommend** that the City Council **Adopt** the requested **General Plan Amendment** to the Westchester-Playa del Rey Community Plan to redesignate 645 feet of Osage Avenue between Manchester Avenue and the City of Los Angeles boundary from a collector street to a local street.
2. **Recommend** that the City Council **Adopt** the attached **Findings.**
3. **Recommend** that the City Council **Adopt** Negative Declaration No. **ENV-2012-1474-ND.**

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Perlman
Seconded: Hovaguimian
Ayes: Cardoso, Freer, Lessin, Roschen
Absent: Burton, Romero
Vacant: One

Vote: 6 - 0



James K. Williams, Commission Executive Assistant II
City Planning Commission

Effective Date: The decision of the City Planning Commission is final upon the mailing date of this Determination Letter. If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Findings, Map, Resolution
City Planner: Marc Woerschling



**DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT**



City Planning Commission

Date: October 11, 2012
Time: After 8:30 a.m.
Place: City Hall, Room 340
 200 N. Spring Street.
 Los Angeles, CA 90012

Public Hearing: Hearing Required
Appeal Status: Not Appealable
Expiration Date: November 4, 2012
Multiple Approval: No

Case No.: CPC-2012-1473-GPA
CEQA No.: ENV-2012-1474-ND
Related Cases: None
Council No.: 11 – Rosendahl
Plan Area: Westchester-Playa del Rey
Specific Plan: None
Certified NC: Westchester-Playa del Rey
GPLU: Light Manufacturing
Zone: M2-1

Applicant: Serrano Development Group
Representative: Marcus Long

PROJECT LOCATION: Osage Avenue from Manchester Avenue south to the City boundary line at the City of Inglewood.

PROPOSED PROJECT: The vacation of 645 feet of Osage Avenue between Manchester Avenue and the City of Los Angeles boundary.

REQUESTED ACTION: An amendment to the Westchester-Playa del Rey Community Plan to redesignate 645 feet of Osage Avenue between Manchester Avenue and the City of Los Angeles boundary from a collector street to a local street.

RECOMMENDED ACTIONS:

1. **Approve** the Plan amendment as requested.
2. **Approve** and recommend that the Mayor approve and the City Council adopt the proposed amendment to the Westchester-Playa del Rey Community Plan to redesignate 645 feet of Osage Avenue between Manchester Avenue and the City of Los Angeles boundary line from a collector street to a local street.
3. **Approve** and recommend that the City Council adopt Negative Declaration No. ENV-2012-1474-ND.
4. **Adopt** the attached Findings for the Plan Amendment.
5. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or certificate of Fee Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

MICHAEL J. LOGRANDE
Director of Planning



Daniel Scott, Principal Planner



Craig Weber, Senior City Planner



Marc Woerschling, City Planner
Telephone: (213) 978-1470

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- A2 – Radius Map
- A3 – Vicinity Map

B – Photos of Osage and Portal Avenues

C – ENV 2012-1474-ND

STAFF REPORT

Project Summary

This is an amendment to the Westchester-Playa del Rey Community Plan to redesignate 645 feet of Osage Avenue between Manchester Avenue on the north and the City of Los Angeles boundary on the south from a collector street to a local street in order to permit the vacation of this section of Osage Avenue.

Background

The redesignation of Osage Avenue, south of Manchester Avenue, to a local street is being requested in order to permit the vacation of this section of Osage, which would enable the neighboring property owners to regain control of the land in order to eliminate blight and security problems.

The redesignation is required for the vacation of Osage Avenue because collector streets are shown on the community plan map and are part of the General Plan. Vacating a collector street would be inconsistent with the General Plan. Charter Section 556 requires that the vacation be in substantial conformance with the purposes, intent and provisions of the General Plan. If Osage continues to be designated a collector street, the required finding that the vacation conforms with the General Plan cannot be made. Similarly, Section 8324 of the California Streets and Highways Code requires that the vacated area is not necessary for present or prospective public use. The required finding that the area to be vacated is not necessary for public use would be difficult to make for a collector street because these streets are needed for through traffic. In contrast, local streets carry less traffic and are often discontinuous. Local streets are shown on the community plan map for informational purposes only and are not part of the General Plan, which would permit vacations.

The subject property is a paved, 66 foot wide section of Osage Avenue from Manchester Avenue on the north to the City of Los Angeles boundary on the south. Further south, in the City of Inglewood, Osage Avenue becomes a narrow, 20 foot wide unpaved dirt road named Portal Avenue. On the east side of Portal Avenue and parallel to it is a former railroad right-of-way that will be the future right-of-way for the Crenshaw light rail line to connect with the Expo Line on the north to the Green Line on the south.

North of Manchester Avenue, Osage Avenue was developed, as and is functioning as, a collector street. However, south of Manchester Avenue Osage Avenue has never functioned as a collector street. South of Manchester Osage is a dead end street with a "Road Closed" sign at the City boundary line with Inglewood and a locked gate that recently has been removed and vandalized. Regular traffic does not use this section of Osage Avenue because the pavement ends at the border of Los Angeles and, to the south in Inglewood, Portal Avenue is a rutted, dirt road. The sidewalk on the west side of Osage Avenue ends about 200 feet south of Manchester Avenue and the remainder of Osage Avenue has a gravel shoulder.

Issues

In recent years, blight and security have been problems for this section of Osage Avenue. Debris is often dumped at the south end of Osage Avenue and along the length of Portal Avenue, creating a blight and a nuisance which must be constantly cleaned up by the Cities of Los Angeles and Inglewood. It is likely that the current access from the north and the south makes it convenient for those who dump debris and trash on both sections of the road. There

are also recreational vehicles and vans parked on Osage Avenue and people congregating and loitering at all times of the day. And there have been security and vandalism problems at the neighboring properties. The sides of the road are often overgrown with vegetation and there are no trees or parkway landscaping except for grass at the northwestern end of the road.

The redesignation of the 645 feet of Osage Avenue south of Manchester Avenue to a local street would allow for the vacation of this section of Osage Avenue and for the neighboring property owners to regain the land and control it to eliminate the blight and security problems. The southern 425 feet of Osage Avenue would be fenced off to eliminate dumping, vandalism and loitering. The northern 220 feet would still be used for access for the neighboring properties but would be private property and kept clear of illegal trespassers, trash/debris and vegetation. The applicant is proposing to install a sidewalk along the north side of Osage Avenue at Manchester Avenue with a 30 foot driveway for continued access. Eliminating the through traffic will also discourage dumping on Portal Avenue because it would force those who are dumping to turn around on the narrow and rutted road to be able to exit. Vacating Osage Avenue would take the burden off of Los Angeles and Inglewood to police and clean this area, thus reducing the time spent and costs to the two cities. The land gained by the neighboring landowners will be put to productive use. It will be incorporated into the business operations at each site and the City will gain additional property taxes from the area. And the appearance of the area will be improved.

Conclusion

The staff recommends that an amendment to the Westchester-Playa del Rey Community Plan to redesignate 645 feet of Osage Avenue between Manchester Avenue on the north and the City of Los Angeles boundary on the south from a collector street to a local street be approved in order to permit the vacation of this section of Osage Avenue and the elimination of the current blight and security problems.

FINDINGS

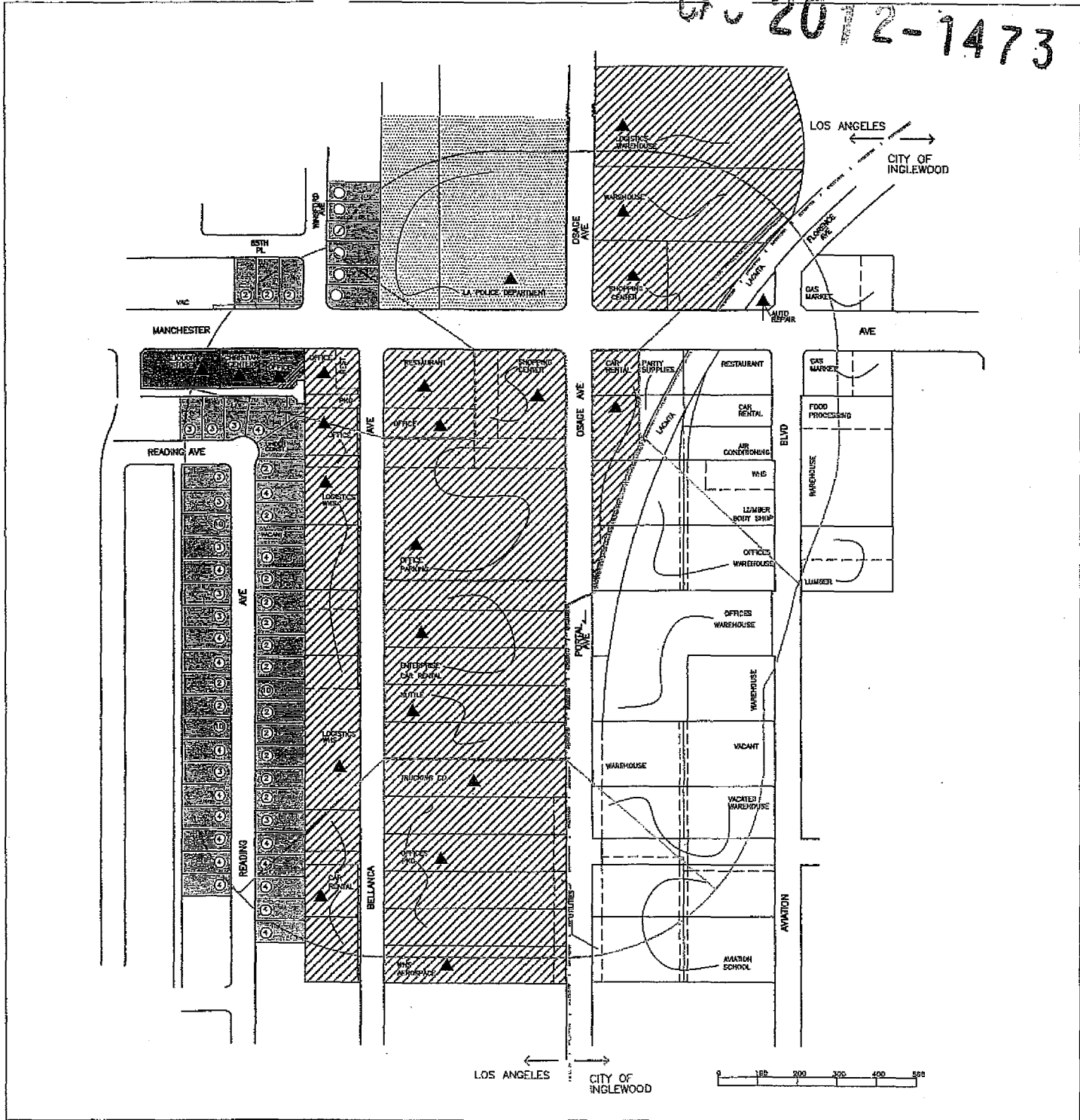
General Plan/Charter Findings

The adopted Westchester-Playa del Rey Community Plan designates the project site as a collector street and the surrounding properties as Light Manufacturing with a corresponding zone of M2. This request to change the designation of 645 feet of Osage Avenue south of Manchester Avenue to a local street will enable the vacation of this section of Osage Avenue because the community plan map shows local streets for informational purposes only, with no requirement that the streets remain as permanent public rights-of-way. Furthermore, an analysis by the Department of Transportation shows that Osage Avenue south of Manchester Avenue has 40 vehicle trips per hour or less and its vacation would not impact surrounding circulation patterns and would be consistent with the overall intent and purposes of the General Plan.

CEQA Findings

A Negative Declaration (ENV-2012-1474-ND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. I hereby adopt that the Mitigated Negative Declaration and impose the conditions shown in that document on this approval.

CL 2012-1473



REQUESTED STREET REDESIGNATION - WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN AREA

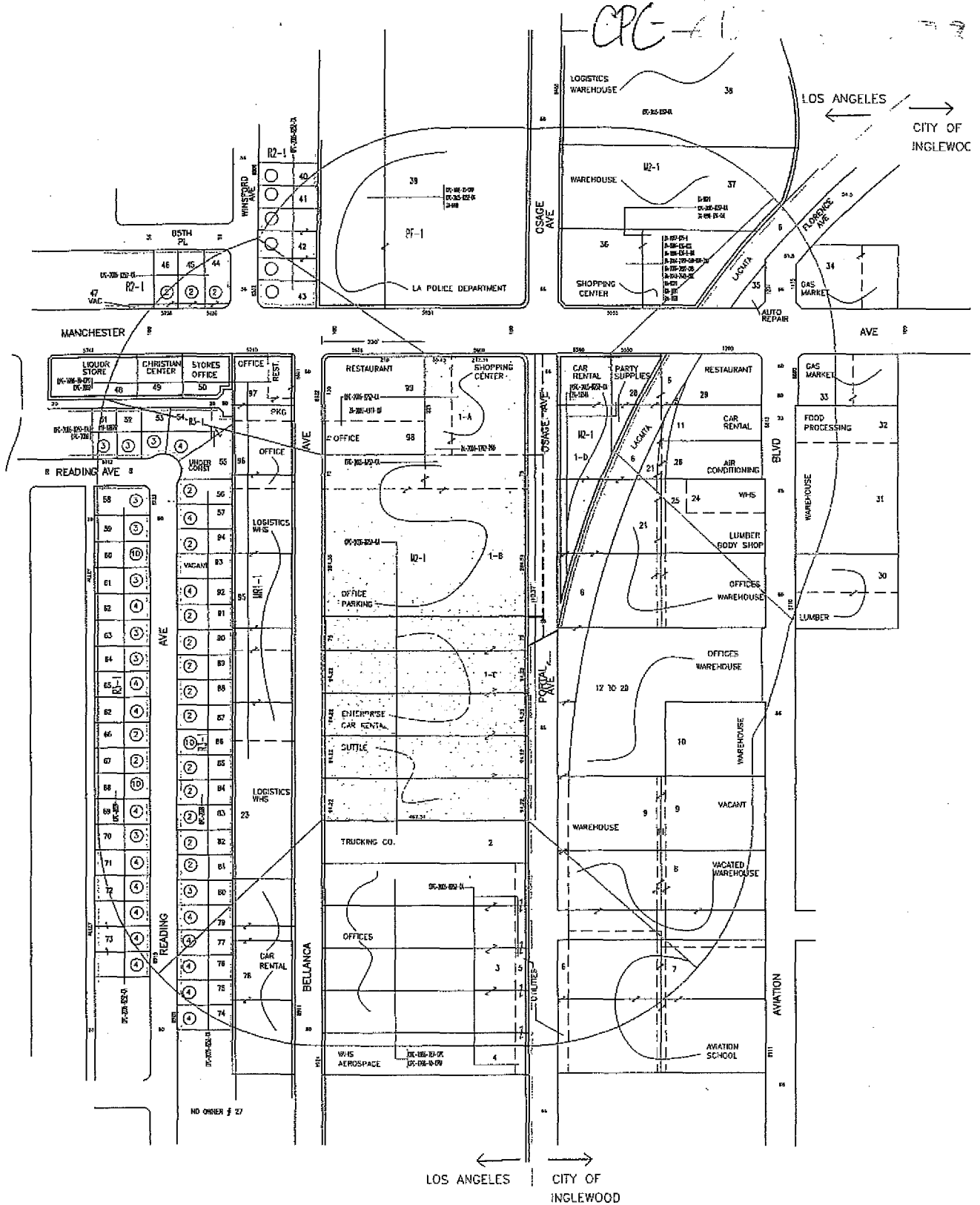
OSAGE AVE
 DOWNGRADE FROM COLLECTOR STREET TO A LOCAL STREET

- NUMBER OF DWELLING UNITS
- NON RESIDENTIAL STRUCTURE

- MEDIUM DENSITY HOUSING
- LIGHT INDUSTRY
- PUBLIC FACILITY
- NEIGHBORHOOD COMMERCE



LEON MAPPING & GIS SERVICES
 15031 CHATSWORTH ST #17
 MISSION HILLS, CA 91345
 PHONE 818-235-7649
 FAX 866-295-7934
 WWW.LARADUSMAPS.COM
 onlonic@laradusmaps.com



- OSAGE AVE INDUSTRIAL COLLECTOR
- AFFECTED PROPERTIES

LEGAL DESCRIPTION: SEE APPLICATION

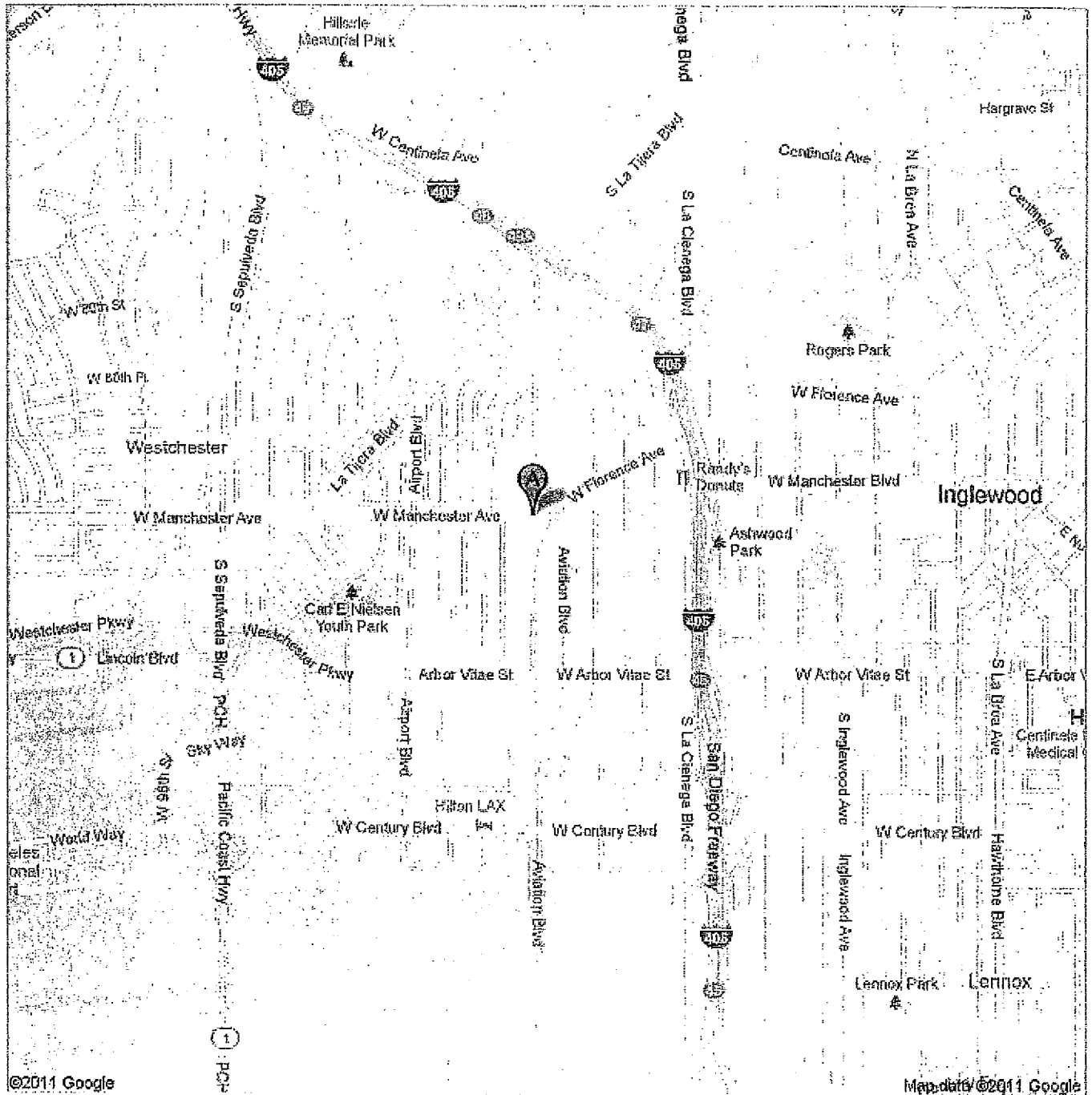
<p>LEON MAPPING & GIS SERVICES 15031 CHATSWORTH ST #17 MESAON HILLS CA 91345 PHONE: 818-735-7449 FAX: 818-735-7434 WWW.LEONMAPPING.COM geoinfo@leonmappings.com</p>	<p>THOMAS BROTHERS PAVED 702 - GRID J5</p> <p>Community Plan Area: Westchester - Mayo del Rey Area Planning Commission: Real Los Angeles High/Lowland Council: Westchester - Mayo del Rey Council District: CD 11 - 6th Ward/6th Census Tract #: 277200</p>	<p style="text-align: center; font-size: 24pt;">500 RADIUS</p> <p>USES: FIELD SCALE: 1" = 100' DA: 05/02/2012</p> <p>ACREAGE: ± 8.8 CONTRACT: H. Ernie Hahn FORMA PHONE: 714.673.8200</p>	<p>CASE # DATE: 05/02/2012 UPDATE:</p> <div style="text-align: center;"> </div>
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CPC 2012-1473



Address W Manchester Ave & Osage Ave
Los Angeles, CA 90045

VICINITY



Photos of Existing Conditions Osage Avenue and Portal Avenue



Photo 1 – Intersection of Osage Avenue and Manchester Avenue – Improvements extend for approximately 200'. Looking South

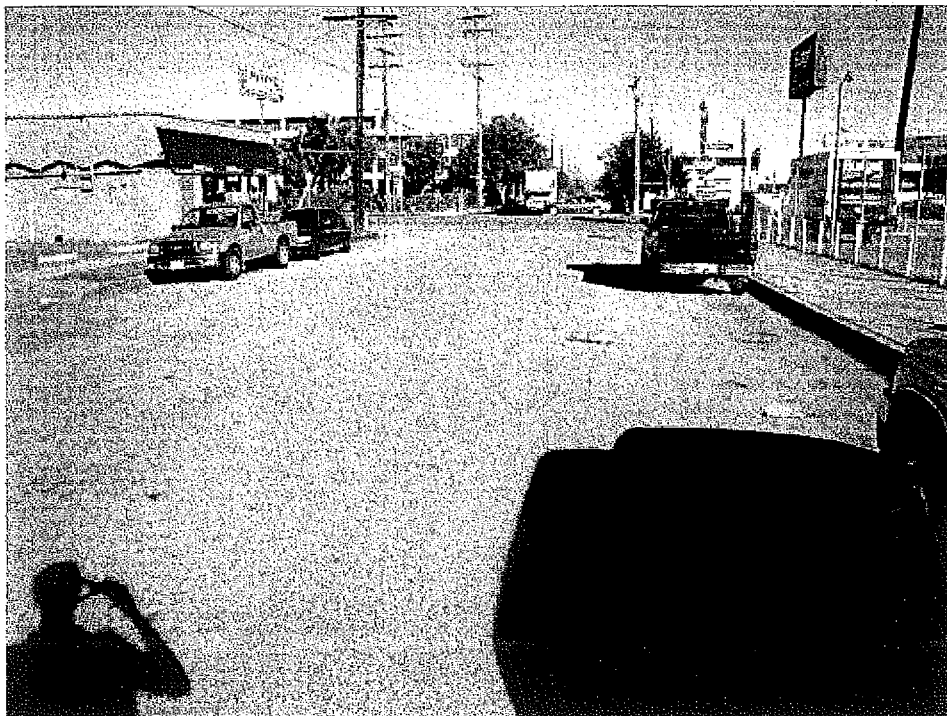


Photo 2 – Intersection of Osage Avenue and Manchester Avenue. Looking North

Photos of Existing Conditions (Continued) Osage Avenue and Portal Avenue



Photo 3 – South end of paved Osage Avenue (City of Los Angeles) ends and north end of unpaved Portal Avenue (City of Inglewood) starts. Note trash and debris. Gates and portions of fence were removed or vandalized. Looking south.



Photo 4 – Road closed sign at south end of Osage Avenue. Until recently there was a gate locked across the end of Osage Avenue prohibiting access to Portal Avenue. Gates and portions of fence were removed or vandalized. Looking south.

Photos of Existing Conditions (Continued)
Osage Avenue and Portal Avenue



Photo 5 -- Trash and debris dumped on Osage Avenue. Looking west.



Photo 6 -- Trash and debris dumped on Osage Avenue. East side of street looking south.

Photos of Existing Conditions (Continued) Osage Avenue and Portal Avenue

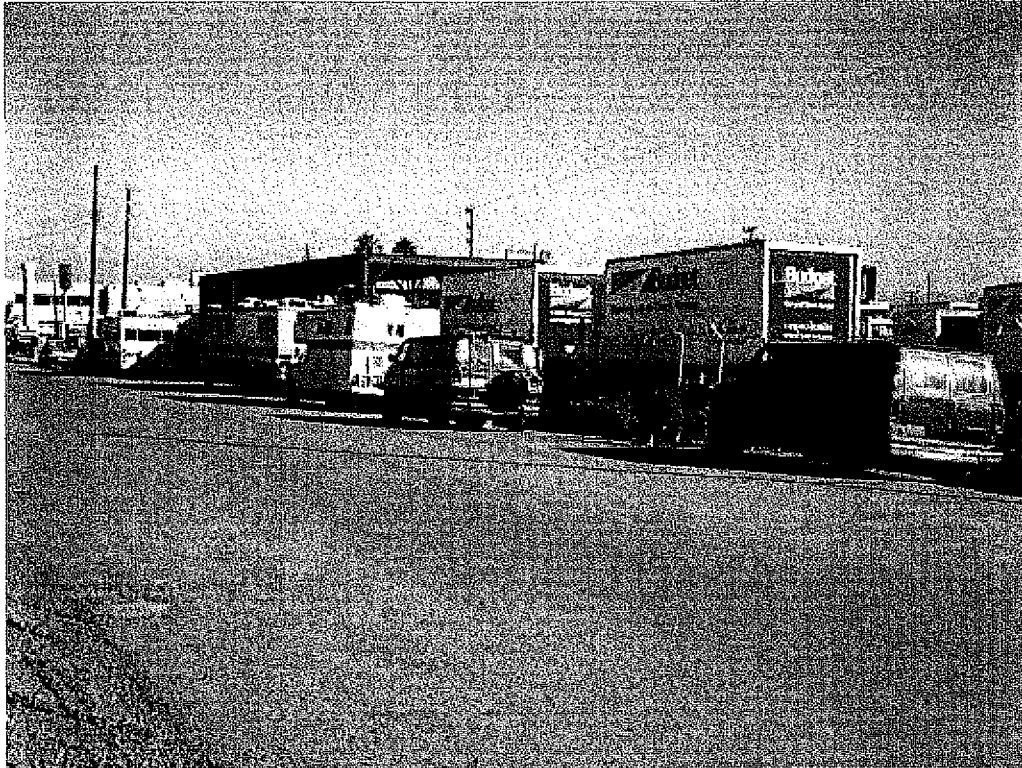


Photo 7 - Vans and RVs parked 24 hours a day on Osage Avenue. Looking North.



Photo 8 - People loitering on street and living in Vans and RVs parked 24 hours a day on Osage Avenue. Looking North.

Photos of Existing Conditions (Continued) Osage Avenue and Portal Avenue

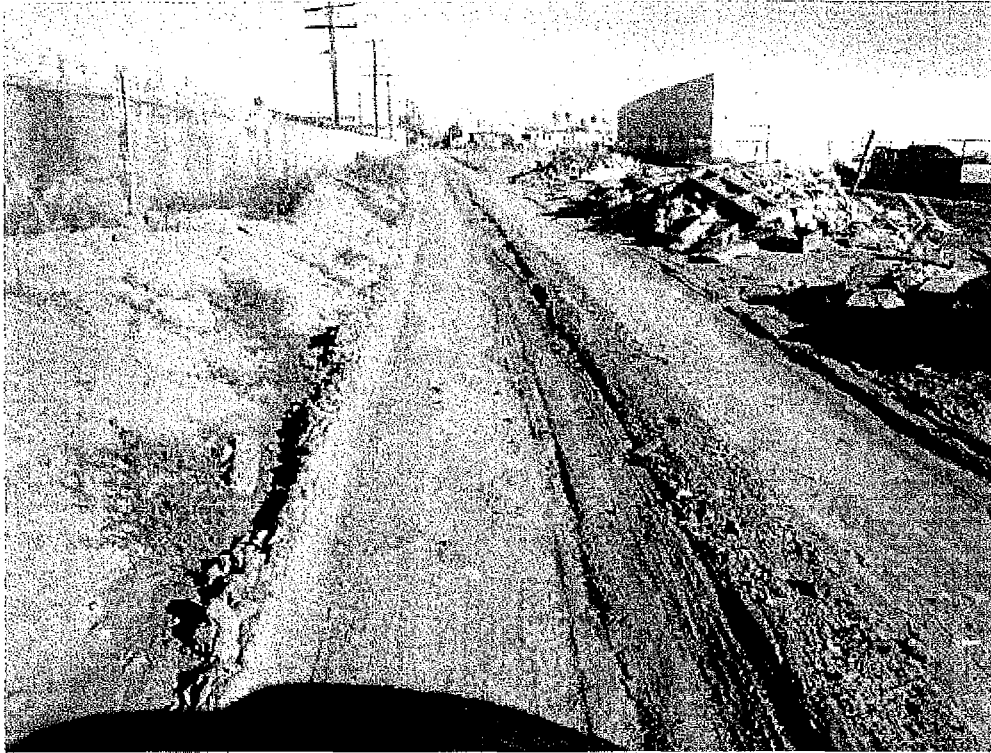
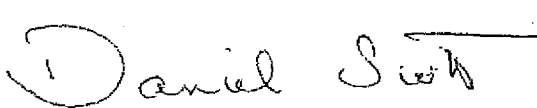


Photo 9 – Debris and trash dumped east of Portal Avenue. Elimination of through access from Osage Avenue should reduce dumping on Portal Avenue. Looking North



Photo 10 – Debris and trash dumped east of Portal Avenue. Elimination of through access from Osage Avenue should reduce dumping on Portal Avenue. Looking South.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT 11	
PROJECT TITLE ENV-2012-1474-ND	CASE NO. CPC-2012-1473-GPA	
PROJECT LOCATION Osage Avenue between Manchester Avenue and the Los Angeles/Inglewood boundary line.		
PROJECT DESCRIPTION An amendment to the Westchester-Playa del Rey Community Plan and to the Citywide Highways and Freeways Plan to redesignate Osage Avenue south of Manchester Avenue to the City boundary line from a collector street to a local street.		
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Chuck Ng, President 8700 Bellanca Avenue, LLC 10900 Wilshire Boulevard, Suite 1500 Los Angeles, CA 90024		
FINDING: The City Planning Department of the City of Los Angeles has Proposed that a negative declaration be adopted for this project. The Initial Study indicates that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description above.		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING THIS FORM Marc Woerschling	TITLE City Planner	TELEPHONE NUMBER (213) 978-1470
ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 	DATE 7-13-12

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CD 11 - BILL ROSENDAHL	DATE:
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2012-1474-ND		RELATED CASES: CPC-2012-1473-GPA	
PREVIOUS ACTIONS CASE NO.:		<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: REDESIGNATE OSAGE AV (BETWEEN MANCHESTER AV ON THE NORTH TO LA CITY BOUNDARY ON THE SOUTH) FROM A COLLECTOR STREET TO LOCAL STREET TO COMPLETE A BOE STREET VACATION REQUEST.			
ENV PROJECT DESCRIPTION: An amendment to the Westchester-Playa del Rey Community Plan and to the Citywide Highways and Freeways Plan to redesignate Osage Avenue south of Manchester Avenue to the City boundary line from a collector street to a local street.			
ENVIRONMENTAL SETTINGS: The surrounding properties to the east and west of Osage Avenue are developed with commercial and light industrial uses which are also accessible from Bellanca Avenue on the west, Manchester Avenue on the north and Aviation Boulevard on the east. The section of Osage Avenue within the City of Los Angeles is paved. South of the City boundary line, in Inglewood, Osage is an unpaved street due to it being a railroad right-of-way and is named Portal Avenue.			
PROJECT LOCATION: 8700 S BELLANCA AVE			
COMMUNITY PLAN AREA: WESTCHESTER - PLAYA DEL REY STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		AREA PLANNING COMMISSION: WEST LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: WESTCHESTER - PLAYA DEL REY
EXISTING ZONING: M2-1		MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1.5:1 floor/area ratio	LA River Adjacent: NO
GENERAL PLAN LAND USE: LIGHT MANUFACTURING		MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1.5:1 floor/area ratio	
		PROPOSED PROJECT DENSITY: Nor applicable.	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Mare Wauselwing

City Planner

(213) 978-3978

Signature

Title

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Chuck Ng, President
8700 Bellanca Avenue, LLC

PHONE NUMBER:

(310) 209-7339

APPLICANT ADDRESS:

10900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90024

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

06/04/2012

PROPOSAL NAME (if Applicable):

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS				
a.	Have a substantial adverse effect on a scenic vista?			✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓
II. AGRICULTURE AND FOREST RESOURCES				
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 nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
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?			✓
III. AIR QUALITY				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓	
e.	Create objectionable odors affecting a substantial number of people?			✓
IV. BIOLOGICAL RESOURCES				
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?			✓
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?			✓
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?			✓
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?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓
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?			✓
V. CULTURAL RESOURCES				

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?				✓

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 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? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?				✓
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?				✓
f.	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?				✓
g.	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?				✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				✓
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
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?				✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
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?				✓
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?				✓
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?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?				✓
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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
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?				✓
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 which would result in flooding on- or off-site?				✓
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?				✓
f.	Otherwise substantially degrade water quality?				✓
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?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
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?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
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?				✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
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?				✓
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?				✓
XII. NOISE					
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?				✓
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✓
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				✓
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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?				✓
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?				✓

XIII. POPULATION AND HOUSING

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)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

XIV. 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: Fire protection?				✓
b.	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: Police protection?				✓
c.	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: Schools?				✓
d.	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: Parks?				✓
e.	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: Other public facilities?				✓

XV. 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?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

XVI. TRANSPORTATION/TRAFFIC

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				✓
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Potential, significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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?				✓
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?		✓		
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
XVII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
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?				✓
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?				✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				✓
e.	Result in a determination by the wastewater treatment provider which 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?				✓
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				✓
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				✓
XVIII. 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?				✓
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)?				✓
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that a Negative Declaration shall be issued for the environmental case file known as ENV-2012-1474-N ENV-2012-1474-ND and the associated case(s), CPC-2012-1473-GPA .

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY: Marc Woerschling	TITLE: City Planner	TELEPHONE NO.: (213) 978-3978	DATE: 07/11/2012
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Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS

a.	NO IMPACT	The project site is a paved, dead end street with no scenic qualities.	
b.	NO IMPACT	The project site is a paved, dead end street with no scenic resources.	
c.	NO IMPACT	The proposed Plan amendments would enable the vacation of this section of Osage Street. Rather than degrade its existing visual character, the vacation will allow the adjoining property owners to control the right-of-way to prevent dumping, littering, loitering and weeds, which will eliminate a source of blight and improve the appearance of the project site.	
d.	NO IMPACT	The proposed plan amendments will enable the vacation of this section of Osage street. No new construction is contemplated which would be a source of additional light or glare.	

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	The project site is a paved, dead end street that does not contain prime farm land.	
b.	NO IMPACT	The project site is a paved, dead end street in an area which is zoned industrial rather than agricultural and does not have any Williamson Act contracts.	
c.	NO IMPACT	The project site is a paved, dead end street. with no forest land.	
d.	NO IMPACT	The project site is a paved, dead end street with no forest land.	
e.	NO IMPACT	There is no forest land on the project site or in the surrounding area. The project site is a paved, dead end street and the surrounding area consists of commercial and light industrial development.	

III. AIR QUALITY

a.	NO IMPACT	The project consists of Plan amendments to change the designation of this section of Osage Avenue. No new construction is planned that will generate emissions that would affect air quality.	
b.	NO IMPACT	The project consists of Plan amendments that would change the designation of this section of Osage Avenue. No new construction is planned that will generate emissions that would affect air quality.	

Impact?	Explanation	Mitigation Measures	
c.	NO IMPACT	The project consists of Plan amendments that would change the designation of this section of Osage Avenue. No new construction is planned that will generate emissions that would affect air quality.	
d.	LESS THAN SIGNIFICANT IMPACT	While no new construction is planned as part of this project, persons using the project site will be exposed to air which has been impacted by emissions from urban development and transportation facilities in the surrounding area. However, due to reductions in emissions in recent decades and the location of the Westchester community near the coast, the impact is not significant.	
e.	NO IMPACT	There is no new construction planned as part of this project that would generate offensive odors.	
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	The project site is a paved, dead end street and is not a habitat for candidate, sensitive or special status species.	
b.	NO IMPACT	The project site is a paved, dead end street and is not a riparian habitat or other sensitive natural community.	
c.	NO IMPACT	The project site is a paved, dead end street and does contain Federally protected wetlands.	
d.	NO IMPACT	The project site is a paved, dead end street. No new construction is planned that would impact migratory wildlife.	
e.	NO IMPACT	The project site consists of a paved, dead end street. The Plan amendments, to change the designation of the street, will not affect trees and other biological resources.	
f.	NO IMPACT	The project site is a paved, dead end street. The Plan amendments, to change the designation of the street, will not conflict with any Federal, State or local conservation plans.	
V. CULTURAL RESOURCES			
a.	NO IMPACT	The project site is a paved, dead end street with no historical resources in the right-of-way.	
b.	NO IMPACT	The project site is a paved, dead end street with no designated archaeological sites under it. No new construction is planned as part of this project that would impact any archaeological resources.	

Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	The project site is a paved, dead end street with no designated paleontological resources under it. No new construction is planned that would impact any paleontological resources.	
d.	NO IMPACT	The project site is a paved, dead end street. No new construction is planned that would impact any human remains.	

VI. GEOLOGY AND SOILS

a.	NO IMPACT	No new construction planned as part of this project that would expose people and structures to the rupture of an earthquake fault.	
b.	NO IMPACT	There is no new construction planned as part of this project that would expose people or structures to seismic ground shaking.	
c.	NO IMPACT	The project site is not designated as an area subject to liquefaction and there is no new construction planned as part of this project that would expose people or structures to ground failure from liquefaction.	
d.	NO IMPACT	The project site is in a commercial and industrial section of Westchester which is flat and not subject to landslides.	
e.	NO IMPACT	The project site is a paved, dead end street which is not subject to soil erosion and loss of topsoil.	
f.	NO IMPACT	The project site is a paved, dead end street that is not located on unstable soil or soil that is prone to liquefaction. Also, no new construction is planned as part of this project.	
g.	NO IMPACT	The project site is a paved, dead end street that is not located on expansive or unstable soils and no new construction is planned as part of this project.	
h.	NO IMPACT	This commercial and industrial section of Westchester is served by sewers, making septic tanks unnecessary. And no new construction is planned as part of this project.	

VII. GREEN HOUSE GAS EMISSIONS

a.	NO IMPACT	No new construction is planned as part of this project that would generate greenhouse gasses.	
b.	NO IMPACT	No new construction is planned as part of this project that would generate greenhouse gasses.	

VIII. HAZARDS AND HAZARDOUS MATERIALS

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	Because, no new construction is planned as part of this project, there will be no hazardous materials used, transported or stored.	
b.	NO IMPACT	Because no new construction is planned as part of this project, there will be no hazardous materials used, transported or stored.	
c.	NO IMPACT	There are no schools within a quarter mile of the project site. And because no new construction is planned as part of this project, there will be no hazardous emissions or handling of hazardous materials.	
d.	NO IMPACT	The project site is a paved, dead end street that is not a site for hazardous materials.	
e.	NO IMPACT	No new construction is planned as part of this project that would be a hazard to aviation or to persons in the immediate area.	
f.	NO IMPACT	The project site is not within the vicinity of a private airstrip.	
g.	LESS THAN SIGNIFICANT IMPACT	The project site is a paved, dead end street. Changing the designation of the street will not affect an emergency response plan. And no new construction is planned as part of this project.	
h.	NO IMPACT	The project site is in an urbanized area, a commercial and industrial section of Westchester, where there is no danger from wildfires.	

IX. HYDROLOGY AND WATER QUALITY

a.	NO IMPACT	No new construction is planned to accompany the Plan amendments. Thus, there will be no change in the project site that would result in any violations of water quality standards.	
b.	NO IMPACT	No new construction is planned to accompany the Plan amendments and any new construction would connect to the City's water supply so there will be no depletion of groundwater.	
c.	NO IMPACT	There are no streams or rivers running through the project site and no new construction is planned to accompany the Plan amendments.	
d.	NO IMPACT	There are no streams or rivers running through the project site and no new construction is planned to accompany the Plan amendments.	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	No new construction is planned to accompany the Plan amendments so there will be no new runoff water created or contributed.	
f.	NO IMPACT	No new construction is planned to accompany the Plan amendments so there will be no impact on water quality.	
g.	NO IMPACT	The project site is not in a 100 year flood hazard area and no new construction is proposed after enactment the Plan amendments.	
h.	NO IMPACT	The project site is not located in a 100 year flood area and no new construction is proposed as part of this project.	
i.	NO IMPACT	There are no streams or rivers with upstream dams running through the project site.	
j.	NO IMPACT	The project site is not subject to seiche, tsunami or mudflows due to it not being on a lake, being located three miles east of the ocean and being level and not a hillside.	

X. LAND USE AND PLANNING

a.	NO IMPACT	No new construction is planned to accompany the Plan amendments so there will be no physical division of a community.	
b.	NO IMPACT	There are no plans with policies that prohibit the proposed Plan amendments.	
c.	NO IMPACT	Because this section of Osage Avenue is a paved, dead end street, there are no habitat conservation plans that apply to the project site.	

XI. MINERAL RESOURCES

a.	NO IMPACT	No new construction that would extract or disturb mineral resources is planned after enactment of the Plan amendments.	
b.	NO IMPACT	The project site is not designated as a mineral recovery site on the Community Plan or General Plan.	

XII. NOISE

a.	NO IMPACT	No new construction that would expose people to noise or generate noise is planned after enactment of the Plan amendments.	
b.	NO IMPACT	No new construction that would expose people to noise or generate noise or vibrations is planned after enactment of the Plan amendments.	

Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	No new construction that would generate a permanent increase in ambient noise levels is planned after enactment of the Plan amendments.	
d.	NO IMPACT	No new construction that would generate temporary increases in ambient noise levels is planned after enactment of the Plan amendments.	
e.	NO IMPACT	While the project site is within two miles of LAX, no new construction is planned that would expose residents or those working at the project site to aircraft noise.	
f.	NO IMPACT	There is no private airstrip in the vicinity of the project site.	

XIII. POPULATION AND HOUSING

a.	NO IMPACT	Because no new construction is planned after enactment of the Plan amendments, there will be no new housing or employment added that might induce population growth.	
b.	NO IMPACT	The project site is a paved, dead end street with no housing on it and no displacement of housing.	
c.	NO IMPACT	The project site is a paved, dead end street with no housing on it and no persons that would be displaced.	

XIV. PUBLIC SERVICES

a.	NO IMPACT	Because no new construction is planned after enactment of the Plan Amendments, there will be no increase in the need for fire protection.	
b.	NO IMPACT	Because no new construction is planned after enactment of the Plan amendments, there will be no increase in the need for police protection.	
c.	NO IMPACT	Because no new construction is planned after enactment of the Plan amendments, there will no increase in the need for schools.	
d.	NO IMPACT	Because no new construction is planned after enactment of the Plan amendments, there will be no increase in the need for parks.	
e.	NO IMPACT	Because no new construction is planned after enactment of the Plan amendments, there will be no increase in the need for other government services.	

XV. RECREATION

a.	NO IMPACT	Because no new construction is planned after enactment of the Plan amendments, there will be no increase in the use of neighborhood and regional parks.	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	Because no new construction is planned after enactment of the Plan amendments, there will be no park and recreation facilities developed that will have an environmental impact.	
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XVI. TRANSPORTATION/TRAFFIC

a.	NO IMPACT	The Plan amendments to change the designation of Osage Avenue do not conflict with any plan, policy or ordinance establishing transportation standards because this section of Osage Avenue is a dead end street with minimal traffic and the redesignation does not change the street width.	
b.	NO IMPACT	The Plan amendments to change the designation of Osage Avenue do not conflict with a congestion management plan because this section of Osage is a dead end street with minimal traffic and the redesignation does not change the street width.	
c.	NO IMPACT	The Plan amendments will not have an effect on air traffic patterns because no new construction is planned after enactment of the Plan amendments.	
d.	NO IMPACT	The Plan amendments do not have any street design changes that would create traffic hazards.	
e.	LESS THAN SIGNIFICANT IMPACT	The Plan amendments will not affect emergency access because Osage will remain as a private driveway and parallel streets to the east and west also provide emergency access to the properties adjoining this section of Osage.	
f.	NO IMPACT	The Plan amendments will not affect plans and policies for public transportation and bicycle riding because this section of Osage, being a dead end street, is not a corridor for public transportation or bicycling.	

XVII. UTILITIES AND SERVICE SYSTEMS

a.	NO IMPACT	Because there will be no new construction after enactment of the Plan amendments, there will no increase in the amount of wastewater generated and no impact on the wastewater treatment requirements of the Regional Water Quality Control Board..	
b.	NO IMPACT	Because there will be no new construction after enactment of the Plan amendments, there will be no need for an increase in treatment plant capacity or new treatment plants.	

Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	Because there will be no new construction after enactment of the Plan amendments, there will be no increase in stormwater runoff and no impact on drainage facilities.	
d.	NO IMPACT	Because there will be no new construction after enactment of the Plan amendments, there will be no increase in water consumption and no need for increased water supplies.	
e.	NO IMPACT	Because there will be no new construction after enactment of the proposed Plan amendments, there will be no increase in wastewater generated and no impact on existing wastewater treatment facilities.	
f.	NO IMPACT	Because there will be no new construction after enactment of the Plan amendments, there will be no increase in the amount of solid waste generated and no impact on nearby landfills.	
g.	NO IMPACT	Because there will be no new construction after enactment of the Plan amendments, there will be no increase in the amount of solid waste generated and compliance with federal, state and local regulations on solid waste disposal will not be affected..	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	NO IMPACT	The project site is a paved, deadend street that does not contain any fish or wildlife habitat.	
b.	NO IMPACT	Because there will be no new construction after enactment of the Plan amendments, there are no impacts that are individually limited but cumulatively significant.	
c.	NO IMPACT	Because there will be no new construction after enactment of the Plan amendments, there are no impacts that will have significant adverse effects on human beings.	

DETERMINATION LETTER
CPC-2012-1473-GPA
MAILING DATE: 11/21/12

Serrano Development Group
Marcus Long
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Glendale, CA 91203